

Inland Seas



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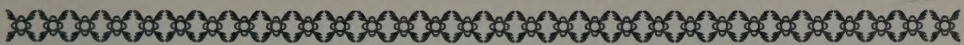
QUARTERLY BULLETIN OF THE
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The Bruce - - Terra Incognita

By WILLIAM SHERWOOD FOX



"This country is fine and pleasant, for the most part in a rough wild state, shaped like Brittany and similarly situated, being almost surrounded and enclosed by *la Mer Douce*."

CHAMPLAIN's comment upon The Bruce is of prime importance because it is the very first statement on record concerning the famous promontory. Terse though it is, it sounds like the word of one who speaks of something he has himself seen. And yet part of what he says he must owe to others, for in a hurried visit made in mid-January, when snow blanketed the landscape and hobbled travel, he could see for himself very little of so spacious a wilderness as this. How under such circumstances could so truthful a recorder as Champlain dare to call the country as a whole "fine and pleasant," and how could he know it to be a peninsula, unless he had the facts from those who knew them? His informants must have been the Indians native to the region—Hurons, Petuns, Algonquins. From them he learned at least enough to enable him to make an almost perfect comparison; even today his likening of The Bruce to France's rock-bound, forest-clad *presqu'île* of Brittany could not be bettered.

Nevertheless, Champlain's words leave on our minds a vague picture. What does he mean, for instance, when he describes the country as "*un pays . . . pour la plupart déserté*?" At once we take it to mean that most of the Peninsula was still in the rough wild state of a primeval forest. But one learned translator of Champlain's journal reads into *déserté* the meaning "cleared." Manifestly, the two interpretations contradict each other. It would seem that this translator had never had even a glimpse of The Bruce, for even after a hundred years of logging, forest fires and pioneering, it is not yet "for the most part cleared." Probably Champlain meant simply this: the natural wildness of the peninsula had been affected very slightly by the activities of its human inhabitants.

For a powerful suggestion of what this savage territory looked like at the time, peruse a passage in a certain famous work of British fiction. In it you will find a word-picture of the wilds of eastern Russia, a picture drawn by that intriguing creature of Oliver Goldsmith's fancy, the Chinese philosopher and Citizen of the World.

It is a country, he would say, "where nature sports in primeval rudeness, where she pours forth her wonders in solitude; . . . from whence the rigorous climate, the sweeping inundation, the drifted desert, the howling forest . . . banish the husbandman and spread extensive desolation; . . . where the brown Tartar wanders for a precarious subsistence, with a heart that never felt pity, himself more hideous than the wilderness he makes."

If for "drifted desert" you read "vast reaches of sandy beaches and dunes," and for "Tartar," "American Indian," you may look back down a vista of three centuries and more and at the end of it see the Bruce Peninsula as it appeared to le Sieur Samuel de Champlain, the first Canadian to behold it.

For nearly two hundred years after the departure of the great explorer almost complete silence broods over the great promontory of Lake Huron. True, in their *Relations* the Jesuit missionaries of Huronia tell of the sojourn of Fathers Garnier and Jogues in the land of the Petuns or Tobacco Nation in 1640 and 1641, and mention that several mission stations were posted there. Included in the list of these stations is one that was given the name of St. Simon and St. Jude. But not a word appears in the texts to tell us where this was. The task of enlightening posterity was left to two maps, one of 1656, the other of 1660.¹ From them we learn that the mission was planted somewhere in the northernmost part of the Peninsula, the very part which to this day is the most difficult of access in all this region. From 1660 to 1788 no one—explorer, missionary, *voyageur*, *coureur de bois*, cartographer, casual traveller—deigns to write about this lonely land.

Surely it is now clear that this long reign of silence was due to gross ignorance. Except to the native red man the Peninsula was truly a great *terra incognita*. For centuries it remained the least-known region of the Great Lakes system. The white man was far more familiar with the most distant shores of Superior and of Michigan and of the smaller waters beyond. Though it was situated at the very centre of the lake

1. See Maps 2 and 3.

system and close to all the routes of trade east and west, everybody shunned it as though it were the devil's own home. Strangely, the few who did go near enough to gain a vague idea of its character said nothing of what they had seen. Just why, we shall learn presently.

Only with the most painful slowness was the veil of ignorance concerning this land lifted from the eyes of the peoples and governments of New France and of British Canada. Oddly enough, the last stage of the lifting was swift; knowledge of the tract burst upon the vision like a flash of lightning. But after all, the long process as a whole had been a kind of intellectual evolution. Each step of this may be seen clearly, if one takes time, as we intend to do now, to observe closely the series of maps that begins with Champlain's and ends with Captain Owen's Lake Huron chart of 1815. The latter document was the first to reveal to the world the real outline of the Bruce Peninsula, an area which Owen himself knew under the now forgotten title of "Little Cabotia."

It was not until 1632 that Champlain published a map (No. 1) that presented his conception of the form of the Bruce Peninsula and of its setting in the vast territory around it. Compared with the facts now well-known this conception was little more than a monstrous guess. Viewed hastily it could easily make one believe that the great explorer had utterly lost his sense of direction, for he actually draws the Peninsula with an axis that lies east and west instead of northwest by north. According to the scale he employs he gives it the prodigious length of four or five hundred miles. Moreover, he makes the St. Clair River start at the tip of the Peninsula and flow eastward, in a long curve to the south that ignores the existence of a Lake Erie, directly into Lake Ontario then called Lake St. Louis. It is quite plain, then, that the sum total of the facts gleaned by Champlain in 1616 was not very great, yet no one can doubt that what he has told us was told in all honesty.

A third of a century later two maps of New France were given to the people of Old France: Sanson's map of 1656 and Du Creux's of 1660, both brought out in Paris. Immediately one can see that their authors knew more about the central part of the Great Lakes system than both Champlain and Boisseau, who in his map of 1643 (No. 1) followed Champlain's outline of The Bruce. At last somebody gave the promontory approximately its correct position in relation to the points of the compass, although distorting it by making it appear as broad as it was

long. To whom is due the credit for this advance in knowledge? Both maps supply the answer. On the one map (No. 2) are inscribed beside the outline of the Peninsula these words in French—*S. Simon S. Jude*; across the face of the Peninsula in the other map (No. 3) appears this legend in Latin—*SS. Simonis et Judae*. In this graphic way the map-makers indicated that somewhere near the northeastern corner of the Peninsula the Jesuit missionaries of Huronia established their mission of St. Simon and St. Jude. Du Creux placed a dot of ink near the spot where now we might look for Dyer's Bay and Gillies Lake; perhaps not far away from them lies the site of the Jesuits' outermost post of Christianity. So far as we know no one has yet searched this remote corner for traces of the mission village. Of this we may be certain: after three centuries the remains of a station that lasted no longer than five months must have long since been buried deep under the litter and rank growth of a still wild forest.

From such keen observers and faithful recorders as the famous Sulpician explorers, Dollier de Casson and de Bréhant de Galinée, one would expect a great addition to the knowledge of the *Mer Douce*, Lake Huron. But they disappoint us sadly: though in their canoes they skirted the lake shore of The Bruce closely enough to note its outline fairly well, nevertheless in their map of 1670 (No. 4) they reveal nothing of it except a cluster of small islands at the base of the Peninsula and another off the tip. Beside the first cluster they inscribe a note to the effect that the shore of the mainland is too rugged for game to live on it. Undoubtedly, the islands are the Fishing Islands and the mainland is the broad, coastal pavement of limestone near Oliphant. This is all the two travellers have to say. But we must commend them for giving the Peninsula its proper orientation. In this respect they put their successor, Father Hennepin, to shame: so intent was he in his map of 1683 (No. 5) upon focussing attention on Niagara Falls, whose magnitude and majesty completely obsessed him, that he left the Peninsula out altogether. The good Father's ignorance, or carelessness, turned back the stream of evolution for many years.

In his map of New France of 1699 (No. 6) de Maurepas swung the current forward again by showing that the true contour of The Bruce was not entirely unknown. However, the effort did not afford enough momentum to keep the flow steady and straight in the right direction.

Somewhere between 1709 and 1720 Hermann Moll in a British-made chart of North America (No. 7) was guilty of magnifying the Peninsula to a colossal size and of deforming its shape; at the same time he shrivelled Georgian Bay to a mere pouch. About 1710 Pierre Mortier in a map published in Amsterdam (No. 8) completely reversed the process: with equal distortion of facts he inflates the Bay and shrinks the Peninsula to just a bulge on an uneven shore line.

If we place three different maps of 1755 side by side we can get an idea of the pace at which geographical knowledge of the region was spreading. One would naturally expect that by that advanced period in the exploration of the Great Lakes the chief features of Lake Huron would be exactly recorded and generally known among people of the official and educated classes. But that is not what we find. Mitchell, a British cartographer (No. 9), and the Frenchmen, d'Anville (No. 10) and Bellin (No. 11), present three different conceptions of the Bruce Peninsula and of the territories and waters that lie around it. That such ignorance should flourish in North America only four years before the British conquest of New France and twenty before the revolt of the Thirteen Colonies, defies comprehension. Yet it is but too true. The reason for the shortcoming is to be found not in stupidity and wilful blindness but in the nature of the Peninsula itself.

For positive information about The Bruce one has to grope among the maps, journals, letters and archives of nearly two hundred years. At last in 1788 one comes across an authentic word. In that year Gother Mann, commissioned by Lord Dorchester to ascertain what parts of the British coasts and waters of Lake Huron would serve as positions of defence in the event of war, produced in Quebec the map (No. 12) that now bears his name. Though working at leisure he did not discover quite the true outline of the Peninsula, but he did perceive the real reason why the long line of white explorers who had passed that way knew so little about it. Across the face of his map he writes the reason:

The whole Coast of this projecting Point being a steep rock Cliff without any Camp Ground or Landing Place is extremely dangerous for Boats or Canoes to go round and is therefore rarely attempted. Of those who have ventured several have perished.

The gist of these ominous words was echoed by David Thompson, the Astronomer Royal, who explored these shores in the last years of the war

of 1812-15. He adds a significant comment of his own. Of Cabot's Head he says: "It is dangerous going round this head as [at] the least swell of the lake there is no possibility of landing for which reason the Portage is always taken." This portage is shown on Mann's map for the first time in any map, though it must have been used by the Indians of the upper lakes for untold centuries as the main east-west thoroughfare for canoes. Thompson's allusion to it as "the" portage implies that it was now well-known to the white man also. Mann drew the outline of the Peninsula incorrectly because he was afraid to sail close enough to shore to see what it was really like. So, ignorant as he was of things on land, he failed to leave behind him even the briefest of notes on the appearance of the primitive forest of the Peninsula a century before men began their systematic destruction of it. But it would seem unkind of us who live in the easy, safe day of power navigation to censure the timidity of those who had to battle their way through strange and dangerous waters in the cockleshell of a canoe or in a light sailing craft.

When in September of 1815 Captain W. F. Owen made a survey of these parts he dismissed fear and aimed to ascertain the relevant facts in as short a time as possible. To him we are indebted for two important benefits: the first practical and approximately correct sketch of the whole coast line of The Bruce; the first definite statement, brief though it is, of the appearance of things on land. For news of this kind both French and English colonists had been waiting for two centuries. Over the space on Owen's map (No. 13) which stands for the body of water then called Lake Manitoulin is written this note: "All the Land here represented is covered with Stunted Timber, but has no soil whatsoever, being loose Rock and Moss only." And what land is this? It is the narrow strip of shales and broken limestone that extends along the foot of the cliffs from Cape Hurd to the West Bluff of Cabot's Head, the strip that covers the broad flat terrace encircling lovely Wingfield Basin and continues as a shaggy green ribbon along the cliffs from the South Bluff of the Head, to Cape Chin, to Lion's Head and on to Cape Croker. Since this half-sterile strip could produce no really "big timber" Owen's description of it in his day must also have been true for the long ages that had gone by before, and, as our own eyes tell us, is still true today.

John Galt of the Canada Company has left an observation on the subject. In his autobiography of 1833 he tells of his voyage from Georgian

Bay around The Bruce into Lake Huron. "Next morning," he writes, "the waters of Lake Huron were unmolested by the wind, and we sailed towards Cabot's Head, deviating a little from our direct course to view the islands of the Flower Pots, lofty rocks which rise from the Lake, shaped like such utensils, and bearing a gigantic bouquet of trees.

We then bore away for Cabot's Head, with the sight of which I was agreeably disappointed, having learned something of its alleged stormy features, and expected to see a lofty promontory; but the descriptions were much exaggerated, we saw only a woody stretch of land not very lofty, lying calm in the sunshine of a still afternoon, and instead of dark clouds and lurid lightnings, beheld only beauty and calm.

What seems to have been an idle gap between Owen and Galt was in reality a period of solid accomplishment. In 1822 Captain (later Admiral) Bayfield of the Royal Navy prepared the first accurate chart of the Peninsula's waters and coasts: it is the basis of all the charts of the region now in use. Gother Mann and Captain Owen had given names to a number of the natural features that were later noted by Bayfield. Some of these names he kept and to them added new ones; others he changed. So Mann's Sturgeon Bay and Thunder Bay became Colpoy's Bay and, fittingly, Owen's Sound; the latter name was later written Owen Sound because it was easier to pronounce. Bayfield leaves as they were Cape Croker, Isthmus Bay, Cape Chin and Hangcliff, the last now known as the lofty precipice off Lion's Head. Anglers who today fish out of Stokes Bay will observe with pleasure that their old familiar haunts, Stokes Bay itself, Greenough Point, Boat Coves and Eagle Harbor bore these names a hundred and twenty-five years ago. They even cherish the sentimental fancy that when Bayfield surveyed Greenough Point he saw perched on the tip of its tallest pine the progenitors of the eagles which now perch and nest there summer after summer. Conspicuously absent from Bayfield's chart is one of the names given by Owen: no longer is the Peninsula labelled "Little Cabotia."

Of all the maps in the long series we have scanned only the last three offer any hint as to where the Indians might have found suitable portage routes between Georgian Bay and Lake Huron. As even a mere glance makes clear, there are only two natural routes: one running from the head of Isthmus Bay, where the village of Lion's Head now stands, to the head of Stokes Bay; the other from Colpoy's Bay, the site of Wiarton, westward to the Lake Huron shore. The former route must always have

been long and arduous. The latter was somewhat superior: it was short and offered the traveller a choice between two courses. If he wished to reach the spot where Oliphant now stands he would carry his canoe from Colpoy's Bay to Boat Lake, paddle across it, carry again to Spry Lake and thence overland to Huron. If, on the other hand, his goal lay farther south, he would follow a course still used as late as 1848 by the first settlers. Indeed, by this very course came to Southampton in that year the two doughty Scots who founded this town, Captain John Spence and Captain William Kennedy. In his compendious history of the County of Bruce, Robertson tells of their journey.

Satisfied with the location and their prospects there [Southampton], they returned to Owen Sound to obtain supplies; with these they loaded their canoe and in it proceeded to follow the coast line until the head of Colpoy's Bay was reached. Being old Hudson's Bay Company voyageurs, the necessary portage to Boat Lake was expeditiously made, the sail down Rankin and Sauble Rivers safely accomplished, and it took but a short time to paddle over the waters of Lake Huron to the Saugeen.

A personal experience of fifty years ago helps me understand the fears and ignorance that kept the explorers of the seventeenth century from setting foot on The Bruce. Within one year it was my lot to view, from the decks of large ships, both sides of the Peninsula. In the second week of October, 1900, I boarded the old *City of Collingwood* at Sarnia for the head of the lakes. So heavy a gale was blowing from the northwest that the steamer could not be kept on the usual course along the Michigan shore. Instead, she was forced eastward dangerously close to the Ontario side. With the naked eye we could very clearly see first Goderich, then Kincardine and Southampton. From here until we got into the lee of Manitoulin Island we sailed so near to the shore of the Peninsula that with the captain's glass we could plainly see the great swells foaming over the coastal reefs. I was amazed to observe that the land was low and flat: not a hint of high levels was visible. Where, pray, was Champlain's lofty foreland that reminded him of Brittany? The following spring I learned.

When one morning in May of 1901 the good ship *Manitoba* passed through the straits off Tobermory headed for Cabot's Head and Owen Sound, there in full view of the passengers were the beetling forest-topped cliffs of The Bruce—a long unbroken line of craggy heights which, with only slight variations in the levels of their summits, ran beside the steamer's course as far as Colpoy's Bay. Now, half a century afterward,

with the memories of both sides of The Bruce clear before me, a sense of sympathy comes over me: I am keenly conscious of the sheer terror inspired by the inhospitable frown of a "stern and rock-bound coast" that shut men off for centuries from knowledge of a land of rugged charm and of unusual interest.

To me The Bruce is one of earth's remarkable peninsulas; and there are many of them. Like every one of the others nature has made it a colossal obstacle thrown athwart a main route of human travel and traffic. What Jutland is to Germany and Denmark; what the Malay peninsula is to India, Burma and the Dutch East Indies; what the Iberian peninsula is to the sea-faring nations of western Europe and the Mediterranean; what the stormy peninsula of Mount Athos was to ancient Greece and the Persian invader, Xerxes—so is The Bruce to the people who live on the shores of Georgian Bay and of the main body of Lake Huron. Germany removed the hindrance of Jutland by digging the Kiel canal, and Xerxes avoided the perils of Athos by cutting through the neck of land behind it. But as yet the Malay and the Iberian *presqu'iles* are unconquered: those who would sail beyond them sail around them.

With these—if small things may be compared with great—I would classify The Bruce. The man who would go by water from Southampton to Owen Sound must perforce make the circuit of the great promontory by way of The Tub. To go twenty-three miles he must travel a hundred and twenty-three. But what does that matter in the day of the motor car? Any citizen who will risk the dangers of high speeds and dares defy the rules of the highway, can fly from one town to the other in twenty-three minutes! To me the police patrol of this highway and of the great northern thoroughfare between Wiarton and Tobermory, King's Highway No. 6, is a notable fact of history: it proves beyond doubt that the Bruce Peninsula has ceased to be the *terra incognita* of the Great Lakes that it was for centuries.

The William C. Moreland

By FRED W. DUTTON

PART I

I

ON TUESDAY, OCTOBER 18, 1910, at 3:55 A. M., the new 600-foot bulk freighter *William C. Moreland* sailed from Superior. The last hatch was closed and the weary deckhands were putting on the tarpaulins. The battens and strongbacks were finally wrestled in place, and the boys turned in for an hour's sleep before breakfast. Some of the watch were gathered in the galley for a bite of midnight lunch, spinning yarns and telling stories of their adventures on the Great Lakes, some making plans for their arrival at Ashtabula. But the *Moreland* was fated never to reach her destination.

The big steamer, pride of the Becker Fleet, owned by the Interstate Steamship Company (a subsidiary of Jones & Laughlin Steel), was on her fifth trip, bound down the lakes with 10,722 tons of iron ore. The *Moreland* had come out in September, having been built at the Lorain yard of the American Ship Building Company and launched on July 27th. A large number of notables and officials attended the launching, including Mr. William C. Moreland himself, who was Vice President of Jones & Laughlin at Pittsburgh. Mr. Moreland was exceedingly proud of the big new ship, and had made a trip on her with a party in September.

Devil's Island was passed at 10 A. M., the course being changed to E x N $\frac{1}{4}$ N, the same course steered on the previous four trips, which put the ship about a mile and three-quarters off the shore. There was little wind, with light haze or smoke in shore, but the weather was not thick. The course was continued all through the afternoon; other steamers were passed on either hand from time to time, and the ship was following another steamer somewhat ahead and on the outside. After supper Captain C. M. Ennes went below, leaving word to be called if Eagle Harbor light was not picked up on time. The Porcupine Mountains were

raised off the starboard bow at seven; it was judged the ship was a safe distance off. Shortly before 9 P. M. the mate, unable to identify a white light flashing two or three times on the mountainside abeam, called the captain. At that moment the vessel struck heavily forward, with her engines going full speed ahead.

She had struck on Saw Tooth Reef, off Eagle River, Michigan. Saw Tooth was held in awe by lake men. Unlighted, it lay in hungry watchfulness, sinister, unseen, below the surface of Lake Superior, a danger spot upon which many vessels had previously been stranded or wrecked. In 1899 the steamer *Massachusetts* was lost on Saw Tooth, in 1901 the tug *Fern* struck and was lost; in 1903 the steamer *Thomas Davidson* stranded; in 1905 the steamer *Plow Boy* went ashore on the reef; in 1906 the *Uranus*; in 1909 the whaleback steamer *Pathfinder* and her barge *Sagamore* struck but were gotten off; and as recently as May, 1910, the tug *Circle* had gone on the reef. It was, and still is, an evil place.

Captain Ennes's statement or "Protest" in the case before the Steamboat Inspectors takes up the story as graphically as one could wish:

The wheel was immediately ordered hard astarboard, but she struck again, fetched up forward and the engine was stopped. We took soundings and found that we had about 16 ft. of water from No. 2 hatch forward, and from No. 2 to about No. 22 it gradually deepened to about 30 ft., and then back to 19 ft. of water with about 19-6 at her stern, but irregular in depth at all places. No. 1 compartment on the starboard side was filling rapidly; the forepeak was full and there was some water in No. 1 on the port side. The master went ashore at Eagle River and notified the owner of the disaster and also the life saving crew at Portage Ship Canal. The master returned to the ship at about 3 A. M., the weather still remaining good and nothing threatening. We had been unable to even swing the vessel with our own power and were therefore obliged to simply wait for assistance.

At about 7 A. M. of the 19th the wind began to pick up from N.N.E., freshening gradually and constantly, and by noon was blowing a gale with sea making rapidly. The life saving crew took part of the crew to the beach, so that the balance could be removed more promptly in the event it became necessary, and by about one P. M. the gale had increased to such extent and the sea made so that it was constantly breaking over the vessel, and it was impossible to remain on board. The balance of the crew were landed on the beach.

Between four and five A. M. of the 20th, it moderated some and at about 8 A. M. the life saving crew took the master and four men to the ship, and it was found that the gale of the night before had thrown the ship bodily upon the reef, so that her stern was out about three feet with good water from about No. 6 to No. 20 hatches, and the vessel had begun to sag in the middle and was down a matter of about 8 feet with the cargo hold full of water.

There being no water in the engine room and firehold, the engineer, mate and oiler were left aboard to get up steam if possible, and the master started to return to the shore, and when about two-thirds of the distance ashore a loud

report was heard and the vessel broke at Nos. 10 and 11 hatches on both sides and across the deck. A boat was sent for the men on board and they were brought ashore.*

At about 2 P. M. another loud report was heard and it was found that she broke on the starboard side at Nos. 22 and 23 hatches, the side plates torn and cracked, and the vessel had settled at the forward break about 15 feet.

* * * * *

The owner had ordered tugs and lighters, and on the 20th the tug *Whalen* and the lighter *Empire* arrived from Fort William, the *Favorite* with the tug *Boynton* arriving from Port Huron on the 21st. Since removing the cargo might result in breaking up the ship, an investigation was made by the representative of the underwriters to determine what procedure to follow. The situation of the ship was found desperate, and it was thought necessary to remove the cargo to save her if at all. As the autumn storms were imminent, it was decided to jettison, and the operation was commenced on the morning of the 21st, continuing throughout the day; but about 10 P. M. a north wind raised such a sea that the wreckers had to seek shelter in the Portage Ship Canal, by which time some 2500 tons of iron ore had been jettisoned. A diver had been sent down and found that the buckling and breaks extended below the bilge, with an opening of six inches as far under the vessel as he could reach.

The sea prevented a return to the ship until 4 A. M. of the 23rd, when it was found she had broken on the port side at No. 22 hatch, had settled about 18 inches aft; the break on the starboard side had opened to about seven inches and on the port side to three inches, with a clear break on deck between hatches Nos. 22 and 23. The *Favorite* had four pumps set up in hatches Nos. 6, 8, 14, and 15, the ship's own pumps were working, and the *Empire* continued jettisoning cargo.

The services of the forward crew being no longer needed, they were paid off, but part of the after crew remained to assist in the wrecking.

Captain Ennes's affidavit continues:

* When the vessel broke at No. 11 hatch the colored steward, "Pork Chop" Johnson, was walking aft at the point right over the break. He "turned green" with fright when the deck dropped under him, and dashed madly for the after end of the ship. He exclaimed to the first assistant engineer, Cosby Irish, of Lorain, "She's 600 feet long, and I made it in nuthin'." Johnson then insisted on blowing the ship's whistle, whereupon Irish, to prevent him doing so, climbed up on the boiler house and turned off the steam on the whistle line. After the wreck Johnson quit sailing and went back to the lumber camps.

The vessel lies on Eagle River Reef about a mile from shore and a little easterly of Eagle River station (discontinued), and is in the condition heretofore described, with her bow twisted to starboard, and is so broken that she is disaligned and aft of No. 22 hatch she is bulged up as if she had there settled on a boulder; the vessel is exposed from southwest around by the northward to east.

Upon going ashore we ascertained that bush fires had been prevailing along shore which had caused a heavy pall of smoke and there being no wind, the smoke settled along the shore in such a way as to entirely conceal the shore line and deceive us as to the distance off the land.

The supplement to the Master's report, supplied by Captain William H. Hill, Marine Superintendent of the Becker Fleet, takes up the story:

That on the morning of October 23, 1910 (Sunday), two more steam-pumps were fitted up, the *Empire* continuing lightering, and at about dark the tug *Morrison* with the lighter *Imperial*, which we had sent for to Port Arthur, arrived and began work at once. Later in the evening a strong northwest wind drove us away, and by this time we had jettisoned sufficient cargo to reduce the water to eight or nine feet, when we were obliged to leave on account of the storm, going to Portage Canal for shelter. The storm continued so severe that we were unable to return to the wreck until the morning of Tuesday, the 25th, when an additional steampump was fitted up. The lightering was continued and all the holes and breaks plugged as far as possible. We succeeded now in lowering the water in the tanktop forward and down to something like four feet at the forward bulkhead in number two hold; and to about nine or ten feet at the after end of number one hold, when the sea, which had begun to pick up with the wind, began to work the vessel, loosening and breaking the concrete and other work at the breaks, increasing the leaks to such extent that we could not lower the water beyond what we had, but could just barely hold it.

We proceeded at once to install two more pumps in No. 1 cargo hold, but the wind picked up so from the northwest that about midnight we were obliged to leave the vessel again. The wind moderating about noon of the 26th, we resumed work, fitting up two more pumps in number one hold, being the only place where we had been unable to pump her out. During the afternoon the wind picked up again and continued to increase rapidly, so that we were obliged between ten and eleven o'clock to again leave the work, having remained so long that we experienced great difficulty in getting away and back to the Canal. The storm continued until the morning of October 30th, when not being able to use the tug *Morrison* and lighter *Imperial* with any further advantage, their services were terminated. We got back to the wreck at about nine o'clock and found that the storm which had driven us away the night before had badly disarranged the pumps and appliances. While repairs were being made, we also installed two more pumps in number one hold, having now eight in operation, and during all of the time were using the vessel's pumps, four in number.

Up to this time we had been able to handle the water in number two and three cargo holds, but the leaks in number one had increased by her working in the gale.

The wind picked up again so that by eight P.M. of Sunday, October 30th, we were obliged to leave but returned during the night on the *Favorite* as

there was indication of the wind shifting, but while we lay by the wreck all night we were unable to get near enough to her to do anything. We succeeded in getting to the wreck again Monday morning, when we again found the piping and pumping appliances disarranged by the sea and her working, and by the time we had gotten them in condition for operation again, the wind shifted westerly and we had to run for it, going to the Canal again.

We succeeded in getting back to the wreck at about eleven o'clock of October 31st and got all of the pumps in good shape to use, having eight in the cargo hold and the four steamer's pumps, and by ten A. M. of November 1st were able to raise the vessel at number twelve hatch about twelve feet on the starboard side and about five feet on the port side, when the vessel began to twist and open up more.

At this time we had the cargo hold at the after end of No. 3 almost dry with about four feet at the forward end of number three, about six feet at the forward end of number two and eight feet at the after end of number one; about four P. M. the vessel began to break, so that number one hold filled up and with all our appliances we could not reduce the water in number one at all.

During all this time that it could be done the jettisoning continued, and we estimate that all-told about seven thousand tons of cargo had been jettisoned. The wind came on strong again and with the increased breaking we concluded it would be impossible to salve the vessel in this manner, if at all, and further operations were discontinued, the chief engineer and two members of the after crew remaining with the wreck at the request of the representative of the underwriters, who had been on the ground from October 19th, and was left in charge, the vessel being abandoned to her insurers.

* * * * *

The vessel is badly broken as described. The spar deck, stringer plate, doubling plate, gunwale bar and shell plate are buckled and broken. Her bilge and bottom plates are reported by the diver to be parted; her deck plates, shell plates and sidetanks are buckled and her riveting loosened through the entire body of the ship. She is resting on a bowlder at about number twenty-four hatch, and in effect is broken into three parts, barely holding together.

The wreck report, made by Captain Joseph Kidd, consulting ship-builder and marine surveyor, of Duluth, representing the underwriters, reads in part:

Upon—arrived on the afternoon of October 20th, 1910 found the steamer stranded opposite Eagle River and about one half mile from shore. There was considerable sea running at this time.

* * * * *

When the water was at the lowest point in hold I made a careful examination and found the spar deck stringer plate and doubling plate, also gunnale bar parted at No. 12 hatch port side, and the sheer strake and the next two strakes below badly buckled and parted on both sides of the ship at this point. The diver also reported that the bilge and bottom plate were parted, so that he could put his arm into the breaks as far as he could reach under. The lower deck stringer plate and top plate of inner hull, also broken on port side, at No. 24 hatch starboard and No. 25 hatch port side, the spar deck stringer plates and gunnale bars parted and the stringer plates also parted at center of No. 25 hatch about half way across from inside of hatch.

The sheer strake and next three strakes below parted on both port and starboard sides; the break being ten inches open at top. Inner sides and lower stringers parted on both sides.

The steamer is about the worst wreck I have ever seen on the Lakes, and the hull for the whole length of the cargo space is practically ruined at top and sides. She struck the reef on the starboard bow somewhere below the 15 foot water line while going full speed loaded, and twisted the whole hull so that the butts of deck plating between hatches joining stringer plates are $\frac{1}{4}$ " open on the after side starboard and on the forward side port. The tank side plates are also buckled by the shock. The rivets through hull in gunnals angles at lower deck stringer plate are badly pulled and loose, in fact the whole structure shows the strain caused by the shock. This seems peculiar, but it is a fact.

The break at No. 11 and No. 12 hatches is downwards, the whole ship at this point being down about thirteen feet. The bulkhead between No. 11 and No. 12 hatches is bent and distorted. The break at hatches No. 24 and No. 25 in the opposite way is broken from the top, and the bulkhead between No. 2 and No. 3 holds is badly buckled and torn away from the tank at port side, the spar deck is pushed up about one foot over this bulkhead.

I then reported the case in full by wire to Mr. R. Parry-Jones and recommended that tenders be asked for to recover the wreck; owing to the heavy expense of the wreckers working by the day.

And as the water could be kept out of the after end of the *Moreland* recommended that the Chief Engineer of the steamer and two men be retained to take care of the wreck and keep the water out of the engine and boiler rooms if possible until the wreckers took hold; which was done. I left Eagle River Saturday, November 5th, and arrived home the following day.

And so, on November 2nd, the underwriters and the owners gave up their heroic attempt to save the ship. It was a herculean task—a battle against terrific odds. They met with colossal bad luck. The wreckers had only been able to work on the ship about five days out of fourteen. She was abandoned by the owners, and the underwriters paid the insurance in the sum of \$392,000 on the vessel and about \$50,000 on the cargo. She was at that time the largest vessel ever lost on the lakes.*

* The U. S. Local Steamboat Inspectors in Marquette made the following comments in their report of the disaster:

Being satisfied from the affidavits of the master and second officer that the facts in connection with this unfortunate stranding are substantially as set forth above, and that no person was directly responsible therefor, we have made no formal investigation of the case.

On March 25, 1911, the *Stmr. Thomas Walters* was launched at the Lorain yard of the American Ship Building Company. She was exactly the same dimensions as the *Moreland*, having been built to replace the lost vessel.

(To be continued)

The White Sails of Dover

By J. A. BANNISTER

PART II

THE *Mayflower*, 116 tons, was built at Oakville but became the property of Captain George Allan of Port Dover. In the fall of 1857 she was stripped and overhauled. In 1861 she was rebuilt. Two years later, while lying at the dock with a load of staves, she was struck by lightning and her main mast shivered from top to deck. Later that year she was sold "up the Bay" for \$3000.

The *Woodman*, a scow-built schooner of 80 tons, came from the Port Dover yards in 1850, as did also the *Eunice Ann* of 74 tons, built by Captain David Foster. The latter was lengthened in 1859 and re-named the *Elm City*. She was then owned by George Hotchkiss, one of the leading grain and lumber buyers of the port.

The following year, the only vessel of which we have any record was the *Helen* of 37 tons, built by Wm. Scott, but afterwards owned in Port Bruce.

In 1853, the *Emperor* of 241 tons was built. There is mention also of the *Empire*, a three-master, owned by Thomas Waters and sailed by Captain Shaw. She was lost in 1857 in a gale "off Marblehead, by Sandusky." The captain and one man were saved but ten men were drowned. This may be the same as the *Emperor*, but if so, she must have been re-floated, for according to the underwriters the *Emperor* was still in commission in 1861.

There was a schooner of 122 tons launched in May, 1853. She was built by A. M. Shaw and owned by Captain Sinclair of the Shetland Isles. Captain McNeillidge christened her the *Lerwick* in honour of her owner's birthplace. She was rebuilt in 1860 as the *Dolphin* and was still in commission three years later.

The *Norfolk* was launched about a month after the *Lerwick*, and was owned by Walker Powell, a son of the founder of the village of Port Dover.

The year 1854 saw the building by Allan Brothers of the *Fame*, a schooner of 74 tons. Unlike those already mentioned, she was clinker-built. After three years she was rebuilt and lengthened. She was then called the *Lively*. Evidently she was used in the grain trade and became so infested with rats that in 1861 her owners, in desperation, scuttled her to drown these unwelcome intruders. After being raised again, her career was brief, for the same autumn she went ashore on Burlington Beach, without loss of life.

Captain O'Brien built a schooner which was launched a week after the *Fame*, but no record of her name has been found.

Mention should perhaps be made here of another schooner which was sometimes seen in Port Dover, though she did not belong there. This was the *R. O. Lake* of 115 tons. Formerly the *Princess Royal*, she was rebuilt in 1854 by M. F. Troyer at Troyer's Flats near Port Rowan.

In the *Gazette* of May 24, 1798, appeared the following advertisement:—

To be sold

On the stocks at the Bay of Long Point at any time before the 28th of June next, a GOOD SLOOP, ready for launching, in good order and warranted sound and masterly built. She is framed of the best black walnut timber, 38 tons burthen, and calculated for carrying timber. With her will be sold her rigging and tackle compleat. She will be sold by consent of Mr. Troyer, and a good title and warranty given on the sale. The conditions are for cash only, one half down and the other in three months, with approved security for payment.

Wm. Dealy.

I approve of the above,

J. Troyer.

John Troyer was the first settler in the county of Norfolk, and this sloop was undoubtedly the first vessel built within the limits of the county.

The *North Star*, 170 tons, was built in 1854 by J. Waterbury, but though she frequently called at Port Dover in later years she was owned either at Oswego or Tonawanda. There was an earlier vessel of the same name in 1845.

This year saw also the launching of the *J. C. Wheeler*, of 302 tons, which was long considered one of the finest schooners ever built in the port. Her builder was Captain W. G. Miller who was not only a first class designer but a captain who knew how to handle his ship in the most difficult situations. No expense was spared in her construction. She

was intended for the timber trade and was fitted with stern ports. Later she became the property of Thomas Waters and Co. In 1863 she was still rated B1 and was valued at \$5000.

Whether the *Cleopatra* was built in Port Dover is not known. She is mentioned in 1855 as feeling her way into the harbour through a dense fog, guided by the ringing of a church bell which had recently been installed. On another occasion, while trying to ride out a storm, she was forced to slip her cable and run for port. Only expert seamanship and a steady hand at the wheel brought her through the narrow harbour mouth and saved her from piling up on the shore. It was her fate, however, to be sunk in collision in 1859.

The pride of the Port Dover shipyards was the *Linnie Powell*, built in 1856 by E. Waterbury. She was owned by Walker Powell, and seven years later was rated A2 and valued at \$7000.

On March 17, 1859, she left Port Dover for the Welland Canal to be fitted with timber ports. As the trip was to be short, a crew of young and rather inexperienced boys was taken on. All went well for a time, but before they reached the Grand River a fearful gale from the north east, accompanied by snow, set in. The snow froze to the rigging, making it impossible to lower the sails. At the mercy of the heavy seas, she drifted hither and thither and finally ran ashore at Hamburg Heights, New York State. Being light, she drove so far up the beach that her bowsprit projected over the steep bank.

Captain McManus tried to persuade his crew to try to reach the shore. But, frightened by the lurching of the bowsprit, they refused to make the attempt. He then set the example and succeeded in dropping to the top of the cliff. His men then followed, and the captain stood by to give them assistance. When the last of the crew dropped ashore, Captain McManus brought him to safety, but missing his own footing a moment after, he fell from the cliff and was drowned. The staunch structure of the *Linnie Powell* withstood the storm, and she was later re-floated.

Another vessel was built in 1857 for J. Allan by G. S. Waterbury. This was the *Bay Queen*, of 171 tons. She was fully rigged before launching, but stuck upon the ways, which no doubt led the superstitious to prophesy disaster. Afterwards she was rebuilt as the *Dauntless*, and continued to sail until nearly all the old schooners had dis-

appeared. In 1891, a sailor fell from the topmast head, 80 or 90 feet above the deck. In his descent he struck the main crosstrees, which deflected his course so that he fell into the harbour instead of alighting upon the deck. When pulled from the water he walked unaided to a doctor's office, where it was found that his only injuries were some scratches on his head and arms. The *Dauntless* was sold in 1894 to a man in Hamilton. She sank the following fall in Lake Ontario.

In 1859 the *Kate Kelly* of 73 tons was built at Port Rowan. She is mentioned because of the following, taken from the *British Canadian* of Simcoe, December 16, 1863.

QUICK TIME—The schooner *Kate Kelly* made two trips to Buffalo from Port Ryerse, loading and unloading, in the short time of six days, lying in Port Ryerse one day (Sunday) during that time; thus making the two round trips in five days, being without a precedent at this time of year and extraordinary quick time at any season.

To the year 1861 belongs the schooner *Ada*, 62 tons, built in Port Burwell, but owned by Allan and Bowlby of Port Dover. In that year she assisted the schooner *L. C. Butts* in salvage work upon the steamer *Jersey City*, which had been wrecked on Long Point the previous fall with heavy loss of life. Diving operations were carried on by Abe Van Norman with his schooner *Essex*. The *Ada* and the *L. C. Butts* brought the boiler of the *Jersey City* into Port Dover, slung to timbers run from one to the other. There it was hoisted to the deck of the *L. C. Butts*.

Captain Van Norman was a daring, perhaps a reckless, sailor, whose narrow escapes formed the topic of many a tall story when sailors and 'longshoremen foregathered in the taverns of the various ports. It is related that on one occasion his schooner was seen approaching Port Dover harbour driven on by a raging southwest gale. The piers were in a smother of spray and foam. Solid sheets of water almost drowned the lighthouse at the pierhead and drove the gaping crowd shoreward.

The schooner drove on with only a triangle of sail showing. She was steering a very erratic course and yawing wildly from side to side. But she made the narrow harbour entrance, missing the pier seemingly by inches. Then it was learned that she had lost her rudder far up the bay, and was being steered by a coil of rope dragging from her stern, and shifted from side to side to alter her course. None but Abe Van Norman would have attempted such a feat, and perhaps none but Captain Abe would have carried it to a successful conclusion.

Many strange cargoes have entered the little port, but perhaps none is more unusual than the one of which an old-timer tells:

One summer morning, a stranger was seen beating her way against a strong sou'wester and evidently making for the harbour. She had two rakish masts and at her foretop a square sail. An unusually long jibboom carried several sails. An old salt water sailor standing by said, "She surely is an Atlantic coast trader."

When the gang plank was let down, about thirty young women, with flashing eyes and red cheeks, stepped ashore. They had been brought from Northern Ireland to help the hard-worked housewives of the vicinity. They were welcomed ashore, but were somewhat disappointed that they had reached the end of their long voyage without seeing a bear or a wolf or a painted Indian with tomahawk and scalping knife.

Within a few days, all had found places either in the village or in the surrounding country. Being skilful and attractive, they soon found husbands among the young men of the locality, and you may find their children and grandchildren carrying on prosperous business enterprises or living on some of the best tilled farms in the county.

To the year 1863 belongs also the *J. C. Austin*. She was built in Port Ryerse on the beach west of the pier. She was bark-rigged, of 391 tons, and all her standing rigging was of wire. Unfortunately when the time for launching came, the water was very low, and she stuck fast in the sandy bottom.

Anchors were taken out some distance into the lake in an effort to heave her off. When this failed, chains were fastened to the pier and triple blocks were used, but though the tackle was strained to the breaking point, she still remained firm. A tug was brought from Port Colborne with no better success. Finally it was found necessary to dredge a channel from deep water, and eighty-five days after launching she was at last afloat.

Both the *E. Hall*, 108 tons, owned by Edwin Hall, and the *Three Friends*, 115 tons, owned by Dr. N. O. Walker and Captain Phipps, were launched in 1864. The following year the Allans built a small schooner of 31 tons, called the *Active*. The *Snow Drop* also appeared that year.

The Allans seem to have had a fondness for clinker-built vessels. Besides those already mentioned they launched the *Blossom* in 1867. A few years later she capsized in a squall off Long Point, and the captain's wife and child were trapped in the cabin and drowned. She was righted and later sailed under the name of the *James Scott*. The *D. Sharp* was launched the same year.

On July 1, 1867, a schooner called the *New Dominion* was launched at Port Rowan. What became of her is not known, but another of the same name built in the Province of Quebec, was a familiar sight in Port Dover for many years. She was owned by the Allans, who at this time had turned their attention to fishing. Lacking storage facilities for their 'catch,' they filled the hold of the *New Dominion* with ice during the winter, and packed their fish there when the season began. Whether or not the experiment was a success, it did not last long, and she was soon back again on her regular routes.

Some time in the 'nineties, when the days of small schooners were drawing to a close, the *New Dominion* was stripped and taken up the river to the head of navigation where she would not be an obstruction to traffic. There she was moored to the bank and allowed to fall into decay. Her bleached timbers were still to be seen a few years ago.

One of the high lights of the year of Confederation was the presence of the British-built gunboat *Britomart*, which had been put on patrol duty to prevent possible raids of the Fenians, who at that time were threatening invasion of Canada. The *Britomart* had three rakish masts, and was equipped besides with engines of 200 horse power. In addition to her small arms, she carried two Armstrong guns of 40 and 100 pound calibre. She took part in Port Dover's first celebration of Dominion Day, and during her stay the presence of her officers and men lent considerable prestige to the little village. She continued on duty until October, 1868, when she received orders to sail for Halifax.

The *Erie Stewart* was built in 1874. She was 117 feet in length and of 110 tons. Several shares in her were sold on a judgment in High Court of Chancery in 1883, and in 1898 she was sold by auction to Captain John S. Allan for \$500. Later, when trying to enter the harbour of refuge under Chantry Island, she failed to make the gap, hit the pier, and knocked over the lighthouse. Her anchors were dropped but failed to hold. She pounded along the breakwater until her stern struck in the elbow of the L, where she chopped herself to pieces.

Two other schooners that were owned in Port Dover in the late 'eighties were the *Eliza Allan* and the *George Dow*. Of their origin or of their fate no record has been found. One spring day, as one of these lay at her moorings in the harbour, the grizzled captain-owner was busy making repairs. He had removed a decayed plank and was shaping a

piece of material to take its place. A friend, who saw him thus employed, said, "Well, captain, I see you are getting ready for another season."

"Aye," replied the captain, gloomily, "But it's like workin' on a deid horse."

The last of the fleet of schooners to be built in Port Dover was a small vessel with a single mast, built by Captain John Allan. She was said to have been constructed on the lines of a famous yacht. She was small enough to be easily handled, and operating expenses were at a minimum. But already the day of sails was past, and after a few years the *Viking* was sold and taken to Lake Ontario.

Such is the saga of the White Sails of Dover, the trim ships that in the busy days of the grain and lumber trades gave employment to ship-builders, sailors and 'longshoremen, and brought wealth to their owners. The record is necessarily fragmentary, and no longer is the eager inquirer able to gain information at first hand from the actors in the brilliant drama, for they, like the ships which they built and sailed, have long since passed beyond the horizon.

To-day, where in years gone by, the lowly, scow-built stonehooker, *Scalawag*, sailed by Captain Sandy Lawson, rubbed sides with the stately three-master, *T. C. Street*, which Captain Phipps sailed successfully to England and to South America, the only reminder of those colourful days is an occasional dinghy that shuns the 'spanking breeze' and ventures timidly to hug the shore only when the summer zephyrs are gentle as a breath from a lady's fan.



Farewell*

By LEROY A. WINTERS



The hills he loved are silent
And a hush enfolds the spirit of the air;
A muted whisper speaks from wave to wave
O'er thy hushed waters, great Superior.

Perhaps tonight a spirit that has known thee well,
And loved and understood thy fickle moods,
Exulting in thy raging billows swell,
Thy calms, thy coves of solitude,
From some star stationed on the ethereal stair
Pauses for one last look, a moment of farewell,
To glean one last full cup of soul-gems thou hast hid
From all save those who love thee as he did.

O great unfathomable lake,
Thou who hast power
To carve great caverns in thy rocky shores,
Yet not too proud to play
With little children on some sand-beached bay—
How like the one we bid farewell tonight!
So great, so proud, so humble—
Preceptor, Friend,—good night!

* Written in memory of the late Honorable Chase S. Osborn.

Chicago's Passenger Ships

By CLARENCE J. ROOT

THIS STORY of Chicago's passenger ships covers the period from the writer's first lake trip in 1888 to his moving away from Chicago in 1904. During these years I spent much enjoyable time along the lower Chicago River, watching the boats, my especial interest being in passenger vessels.

Most of the information (except dimensions; and in some cases year built and change of names) is from memory, and it is possible that the list is not entirely complete. The dates in parenthesis indicate the year the vessel was built; a second date the end of its career.

That first lake trip was on the Goodrich Line sidewheelers *Chicago* and *Corona*; the *Chicago* to Manitowoc, then the smaller *Corona* to Green Bay ports and back to Manitowoc, where we again boarded the *Chicago* for the return home. Stops were made at various ports; at Port Washington a passenger was brought out by the Life Saving Service (now Coast Guard). At Menominee the purser took me ashore to see a sawmill in operation, and at Green Bay City my boyish pleasure was much heightened when the mate told me to sound the whistle to call in the passengers who had "shore leave."

Goodrich operated the west shore of Lake Michigan, and later had night boats from Chicago to Grand Haven and Muskegon. At times their fleet consisted of eight or ten ships. In the 1880's there were four side-wheelers: *Sheboygan* (1869-1920), *Muskegon* (1872-1905), *Corona* (1870), and *Chicago* (1874-1920). The length of these vessels ranged from 172 to 211 feet, and gross tons, 470 to 941. *Chicago* and *Sheboygan* were still in service as late as 1912. Two of them had stacks abreast. All Goodrich boats listed from here on were propellers. *De Pere* was a propeller, with side arches and stacks abreast. It was built before 1875, foundered in 1901. The *Menominee* was built in 1872. In 1896 it was rebuilt and renamed *Iowa*. In the winter of 1914-1915 the *Iowa* was crushed in the ice and sunk off Chicago. Another old-timer that was later rebuilt was the *City of Ludington*, built originally in 1880; rebuilt

and named *Georgia* in 1898.

From 1889 to 1893 Goodrich acquired five new passenger vessels. The first three were wooden ships; *City of Racine*, later renamed *Arizona* (1889-1926); *Indiana* (1890), which ended its career as a workmen's "boarding house" in the lower Detroit River; *Atlanta* (1891). The steel steamer *Virginia* came out in 1891. This ship went to the Navy during the First World War, and was renamed *Blue Ridge*. After that war she went to southern California, was renamed *Avalon*, and is still carrying passengers between Los Angeles Harbor and Catalina Island. And finally the famous steel whaleback *Christopher Columbus*. The *Columbus* was built in 1892 to operate between downtown Chicago and the Columbian Exposition grounds in Jackson Park, 1893. Other boats in this service were *Arthur Orr*, a new freighter converted to temporary passenger service, and the *City of Toledo*, borrowed from Detroit. Goodrich purchased the whaleback in 1900 for the Chicago-Milwaukee excursion run. It continued in this service until 1931, and was scrapped in 1937. One of the only two whaleback passenger ships ever built, this was one of the largest and finest excursion boats in the country. The length was 362 feet, gross tonnage 1511. All Goodrich boats, except the *Whaleback* as it was popularly known, were built with staterooms for night service.

The Graham and Morton Line operated between Chicago and St. Joseph-Benton Harbor, carrying day excursionists, night service passengers, and large quantities of Michigan fruit to the Chicago markets. I recall the old *Puritan*. This boat was built for speed (1887), but with a beam of only 23 feet as compared with length of 172 feet her performance was not satisfactory and the vessel was widened four feet on each side, thus in effect having a double hull. The paddle steamer *City of Chicago* was built at Bay City in 1890; it was renamed *City of St. Joseph* in 1915, became a barge in 1937, and was wrecked in 1942.

The ill-fated *Chicora* (1892) replaced the old *Puritan*. The writer rode the *Chicora* in 1894. On January 21, 1895 this ship, under the command of Captain Stines, left Milwaukee for St. Joseph with a cargo of barreled flour. On this mid-winter day a very strong wind was blowing over Lake Michigan. The *Chicora* foundered somewhere en route. All members of the crew were lost. Billy Hancock, the Purser, had just been married and missed a train connection to Benton Harbor. President

Graham asked a former employee, a druggist, to substitute for Mr. Hancock. In 1901 a larger *Puritan* was built for Graham and Morton. The *Ossifrage* (1886), *Arundell* (1878-1911), and *City of Milwaukee* (1881) served at various times for Graham and Morton on the Chicago-St. Joseph run. The *City of Milwaukee* was an iron side-wheeler. Under a different name this vessel was driven on the breakwater at Muskegon during a severe storm in November, 1919, and sunk with many lives lost. A new side-wheeler was built for the G. and M. Line in 1904, the *City of Benton Harbor*.

The Northern Michigan Line operated three ships: *Manitou* (1893), *Illinois* (1899), and *Missouri* (1904). The last-named two traveled between Chicago and the northern ports of the east shore of Lake Michigan. The *Manitou* was operated as an express steamer between Chicago and Mackinac Island, stopping only at Harbor Springs. In those "horse and buggy" days the wealthy Chicagoans fully patronized the splendid *Manitou*. In 1927 the writer journeyed from Chicago to Glen Haven and back on this ship, but it had become the *Isle Royale* and had developed some creaks.

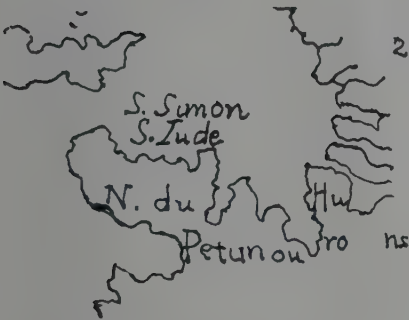
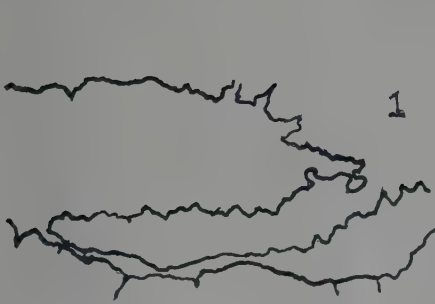
Prior to the Columbian Exposition the *Chief Justice Waite* (1874), a paddle steamer, operated between downtown Chicago and Jackson Park.

In addition to those of the three major lines, there were a number of passenger boats traveling regularly out of Chicago between 1888 and 1904: *City of Charlevoix* (1870), later named *Kansas*; *Peerless* (1872-1910), renamed *Muskegon* in 1907; *Pilgrim* (1888-1907); *Frank Woods* (1888-1934); *H. W. Williams* (1888), to Michigan City; *Petoskey* (1888); *City of Kalamazoo* (1893-1911), to South Haven; *Argo* (1895), to Holland; *City of South Haven* (1903), to South Haven; and the *Eastland* (1903) that later turned over at the dock in Chicago, resulting in a heavy loss of life.

Back in the days of our story the Chicago passenger fleet consisted of more than twenty boats; last year there were three. The Chicago River is no longer crowded with shipping, and all but one of the vessels mentioned have gone where all good ships go . . . fire, wrecks, dismantling. Only one passenger ship of any size, other than railroad and automobile ferries, has been built during the last twenty-five years. As the present ones pass on will new ones be constructed? That is a question.

BRUCE PENINSULA

EVOLUTION OF KNOWLEDGE OF PENINSULA 1616-1815.



1. Boisseau, 1643 (after Champlain, 1632).
2. Sanson, Paris, 1656.
3. Du Creux, Paris, 1660.

4. Dollier de Casson and Galinée, Paris, 1670.
5. Father Hennepin, 1683.
6. de Maurepas, Quebec, 1699.

BRUCE PENINSULA



7. Hermann Moll, 1709-20.

8. Mortier, Amsterdam, c. 1710.

9. Mitchell, 1755.

10. d'Anville, Paris, 1755.

11. Bellin, Paris, 1755.

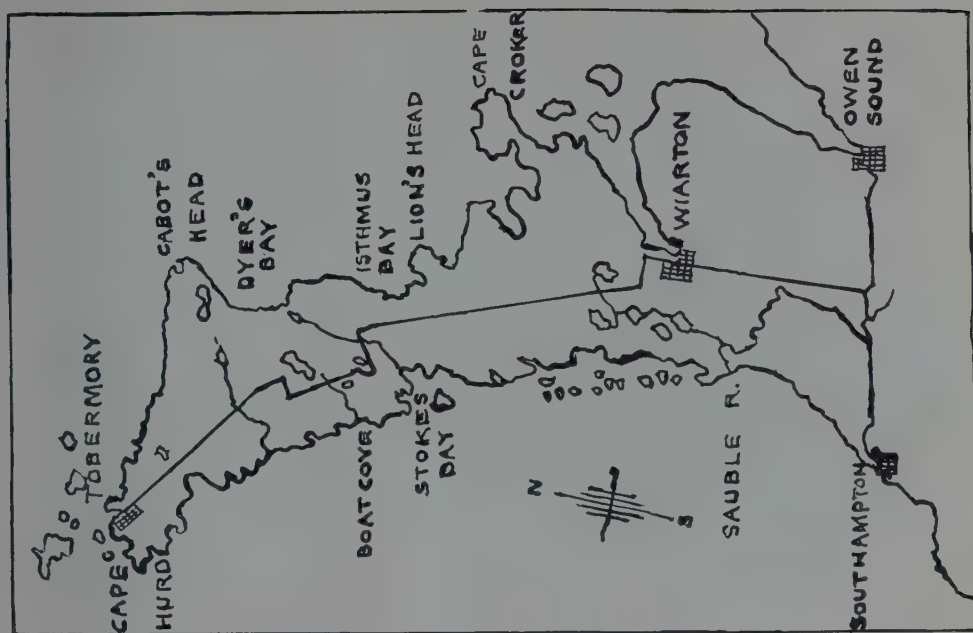
12. Gother Mann, Quebec, 1788.

BRUCE PENINSULA



13

13. Captain Owen, 1815.





AFTER END OF THE *Moreland*. Photograph by courtesy of Kenneth E. Smith. (See page 12.)



THE *Moreland*, forward section ready for launching at Superior, Wisconsin, September 9, 1916. Photograph by courtesy of the American Shipbuilding Company. (See page 12.)



STEAMER *Virginia*, now the *Avalon*, carrying passengers between Los Angeles and Catalina Island. (See page 27.)



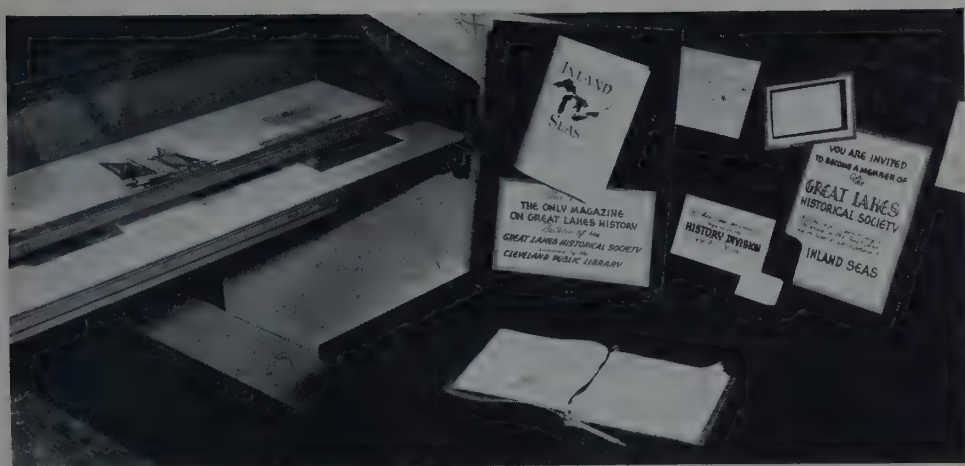
STEAMER *Frank Woods*, built in 1888 at Saugatuck, Michigan. Photograph from U. S. National Museum. (See page 28.)



STEAMER *Sheboygan*, Manitowoc, Wisconsin. Photograph from U. S. National Museum. (See page 26.)



STEAMER *Depere*, entering Manitowoc Harbor. (See page 26.)



A CORNER of the Great Lakes picture exhibit at the Cleveland Public Library, May 12-July 5, 1949. Photograph by courtesy of Don Booth.
(See page 54.)



THE *Noronic*, 1941, burned at Toronto, September 17, 1949.
Photograph by courtesy of the *Cleveland Plain Dealer*.
(See page 55.)



THE *Kate Williams*, type of steam tug used to tow lumber rafts, barges, etc. Reproduced from the original lithograph by permission of the Chicago Historical Society. (See page 37.)



Logs For Saginaw

THE DEVELOPMENT OF RAFT-TOWING ON LAKE HURON

By ROBERT C. JOHNSON

PART I



DURING THE EARLY 1880's the threat of impending timber depletion in eastern Michigan prompted some of the lumber manufacturers of the Saginaw Valley and other sawmill centers along Lake Huron to look northward and eastward to Canada for their future log supply. There, in Ontario, along the watershed of Georgian Bay and in the region stretching westward to Lake Superior, were vast stands of virgin white pine which the Michigan lumbermen hoped to make accessible to their mills on the American side. Great problems were involved in the successful realization of such a project. Not only did the Canadian government impose an export duty on pine saw logs, but as yet no safe or economical means of transporting logs across such large bodies of water as Lake Huron had been devised. The first obstacle, a purely political one, was removed by a judicious revision of the American lumber tariff in 1890.¹ The second, beyond the realm of politics but of no less importance in assuring the success of the venture, was overcome by technical improvements in the method of lake-rafting.

Log-rafting on the Great Lakes was not unknown in the period before 1880. As early as 1857 a group of eastern lumber dealers were attempting to raft logs from Saginaw to their mills in Buffalo and Tonawanda.² A short time later, John Charlton, the Canadian representative of a New York lumber firm, was busily engaged in rafting logs across Lake Erie from Long Point, in southern Ontario. Neither project was particularly

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1. See Robert C. Johnson, *Logs for Saginaw: An Episode in Canadian-American Tariff Relations* (Scheduled to be published by *Michigan History*).
 2. H. Perry Smith, ed., *History of the City of Buffalo and Erie County*, 2:200 (Syracuse, 1884); Henry Wayland Hill, *Municipality of Buffalo, New York*, 2:759 (New York and Chicago, 1923).

successful. After losing several rafts on the stormy lakes, the Buffalo lumbermen abandoned the enterprise, and it was not renewed until the early 'sixties. Charlton's rafting operations were more lasting, although not entirely without risk, as is indicated in this passage from his *Autobiography*: "Our mode of rafting at this time (c. 1859) was to use sticks of long timber 60 to 90 feet in length for side booms, with cross booms thirty feet long at either end. The logs were stowed into these cribs, twenty to thirty of which made a raft. The runs from Long Point to Buffalo occupied about twenty-eight hours. If rough weather was encountered many of the logs would jump over, or go under the booms, and in cases of a heavy blow the raft was liable to go ashore. From four hundred to five hundred thousand feet, board measure, was put into each raft."³

In spite of log losses during adverse weather, raft-towing across the lakes was continued on a limited scale throughout the period of the 'sixties and 'seventies. But it was not until the early 1880's, when the Saginaw lumbermen became aware of their ultimate dependence upon Canadian timber, that any visible improvements in the techniques of lake-rafting were made. The special problems involved in transporting logs across stormy Lake Huron made such improvements imperative. Since most of the Canadian timber holdings of the Michigan lumbermen were concentrated along the French, the Wahnapiatae, the Spanish, and the Mississagi Rivers, the logs would have to be rafted over a great expanse of water. The mouth of the French River was more than two hundred and thirty miles from Saginaw; Thessalon and Little Current were almost equally distant. The shortest routes were across the open lake, and the uncertain state of the weather during the spring and fall would confine the rafting season to a few summer months.

Obviously if the Michigan lumbermen hoped to stock their mills with Canadian timber, log transportation would have to be both economical and safe. This meant but one thing: there would need to be a revolution in the techniques of lake-rafting. The primary prerequisite was for a new type of boom which could prevent logs from escaping during adverse weather. It was with this objective in mind that two Bay City inventors, Frank H. Durell and William Goldie, made experiments in

3. John Charlton, *Autobiography*, 130 (manuscript used by permission of L. J. Curnoe).

raft-towing during the early 1880's. The boom stick which they evolved seemed to obviate the danger of loss. Built on the principle of a floating fence, the stick consisted of three logs separated by saddles, the whole piece being firmly held together by one-inch bolts. The center or float log was of white pine or some other light buoyant wood, about two feet in diameter. To its opposite sides saddles of wood about six inches high were attached at equal distances to give height to the stick. Bolted to the upper tier of saddles was a second log of peeled white pine, about one foot in diameter, which acted as a rider. The third log, attached to the lower tier of saddles and weighted with iron, was usually of elm or some other species of wood having about the same specific gravity as water. When the completed boom stick was put into the water, the under-log immediately sank, and thus gave the stick an upright position, with the top log about two feet above the surface of the water.⁴

Although the Durell and Goldie boom stick was a step toward the solution of the log-rafting problem, and was used rather frequently in later rafting operations, it apparently did not prove to be practical. A much more simple and effective type of boom was soon developed by Captain Benjamin Boutell of Bay City. One of the major drawbacks in rafting before this time was that the logs could easily slip over or under the long and low-lying timbers which, chained together, surrounded the raft. Boutell's invention obviated this difficulty merely by decreasing the length and increasing the diameter of these timbers, thus creating a boom which would more easily follow the undulations of the water and tend to prevent logs from escaping. The new boom stick consisted of a large log, usually about sixteen feet long and three or four feet in diameter with a longitudinal hole bored through its center. The boom itself was made up by stringing several of these sticks upon a huge chain, with a swivel between each log to help keep it in place, further security being given by an iron rod driven vertically through the stick and a link of the chain.⁵

The practicality of this new type of boom was soon shown. During the summer of 1885 three million board feet of logs, surrounded by such a boom, were towed from the mouth of the Big Two Hearted River, on

4. United States Patent Office, *Official Gazette*, 23:1685 (May 1, 1883); *Lumberman's Gazette* (Bay City, Michigan), August 15, 1882, p. 2; May 9, 1883, p. 2.

5. United States Patent Office, *Official Gazette*, 38: 1299 (March 22, 1887).

the south shore of Lake Superior, to Bay City. Although the raft encountered one of the worst blows of the season, the passage took only nine days and not a log was lost. The cheapness of this type of transportation was also demonstrated. The editor of a lumber trade journal estimated that the total cost of the operation was not more than seventy cents a thousand board feet.⁶

Curiously enough, in view of the great progress which had been made in developing new methods of rafting, the first Canadian logs sawed in Michigan mills were not brought over by raft, but by barge. Early in the fall of 1885 the Emery Lumber Company of East Tawas, which controlled no less than one hundred million board feet of white pine along the Wahnapiatae River, established three camps on its timber limit and announced its intention of cutting at least fifteen million feet of logs that winter. At the same time, Captain James Davidson, the veteran shipbuilder of Bay City, rushed to completion a huge barge which would transport the logs across Lake Huron to the company's mills at East Tawas and Saginaw during the following summer. Aptly named the *Wahnipitae*, the barge was launched in June, 1886. Her proportions easily established her as being one of the largest crafts as yet built on the lakes. She was two hundred and sixty feet long, fifty-one feet beam, and eleven feet depth of hold, and could carry on her deck five hundred thousand board feet of rough logs. Steam hoists attached to three spars were used to load and unload her cargo expeditiously.⁷

Almost at the same time that work was begun on the *Wahnipitae*, a syndicate of Alpena lumbermen with heavy investments in Ontario pine purchased a former Canadian ferry-boat, the *Michigan*, which was converted into another log barge. When completed, the *Michigan* was two hundred and seventy-one feet long, forty-one feet beam, and fifteen feet depth of hold, and could carry seven hundred thousand board feet of logs. Novel machinery was devised to load her cargo. Logs were lifted from the water to the deck by an endless chain apparatus run by

6. *Canada Lumberman* (Peterborough, Ontario), August 1, 1885, p. 266.

7. *Northwestern Lumberman* (Chicago, Illinois), June 5, 1886, p. 5; *The Timberman* (Chicago, Illinois), July 9, 1898, p. 22; U. S. Bureau of Navigation, *Twenty-second Annual List of the Merchant Vessels of the United States*, 242 (Washington, 1890).

steam power. Then, once on deck, the logs were dumped into the hold, which was filled with about five feet of water that was later pumped out.⁸

The economic disadvantages of towing Canadian logs across Lake Huron in barges soon became evident. In 1886 the action of the Canadian government in increasing the export duty on pine logs from one dollar to two dollars a thousand feet, board measure, put a premium on a cheap means of bringing logs across the lake. Transportation by barge proved to be expensive. When the Emery Lumber Company began to transport logs on the *Wabnīpitae*, it could do so only at a cost of \$2.25 per thousand board feet. At the same time, a local tug owner offered to tow the logs in rafts for \$1.25 a thousand and guarantee safe delivery.⁹ Raft-towing had another advantage over barge transportation. The *Michigan*, the larger of the two barges, could carry only seven hundred thousand board feet of logs on each crossing, while rafts, even during this early period, contained several million feet. These circumstances made log transportation by barge short-lived. During the summer of 1886 the *Wabnīpitae* made twelve trips from the mouth of the French River to East Tawas and Saginaw and then was put into the lumber trade, where she proved to be a success. The *Michigan's* employment in the log trade was of even shorter duration. After carrying only one load of logs from Georgian Bay to Au Sable, she was thereafter used in the more prosperous business of transporting both lumber and iron ore.¹⁰

8. *Northwestern Lumberman*, June 19, 1886, pp. 3-4; July 31, 1886, p. 3; August 14, 1886, pp. 17-8; U. S. Bureau of Navigation, *Twenty-second Annual List of the Merchant Vessels of the United States*, 189.

9. *Northwestern Lumberman*, July 31, 1886, p. 3.

10. *Northwestern Lumberman*, September 4, 1886, p. 3; October 23, 1886, p. 4; November 13, 1886, p. 4; May 21, 1887, p. 4; July 9, 1887, p. 5; November 10, 1888, p. 2.

(To be continued)

Confederate Raiders on Lake Erie Their Propaganda Value in 1864

By WILLIAM FRANK ZORNOW

PART I

IN 1862 the Federal Government constructed a camp for Confederate prisoners on Johnson Island in Sandusky Bay.¹ Two years later under the direction of some Southern agents in Canada a plan was devised for their liberation. The attempt was actually made in September 1864, but it was a complete fiasco. The whole affair was given wide publicity at the time and aroused public interest far out of proportion to its actual importance. The incident proved to have great propaganda value in view of the current political situation.

In September, the canvass for the Presidential election was at its height. The Republicans, or "Unionists" as they preferred to call themselves in 1864, were seeking to re-elect Abraham Lincoln in the face of rather formidable opposition from the popular war hero, General George B. McClellan, who was the Democratic nominee. In August the Republicans had despaired of electing Lincoln; many of them suggested at the time that he should withdraw from the canvass in favor of some candidate who could better attract the votes of the American public. Even Lincoln lost confidence himself that he would serve another term; and in August he had gone so far as to prepare a sealed document, in which he

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1. This account of the Johnson Island raid is based on material taken from these works: Frederick J. Shepard, "The Johnson Island Plot," *Publications of the Buffalo Historical Society*, IX (1906), p. 1-52; Shepard based part of his account on Hunter's statements. Daniel B. Lucas, *Memoir of John Yates Beall* (Montreal, 1865); Philadelphia Press, June 29, 1882 contains Charles Cole's rather contradictory version of his role in the affair. *The War of the Rebellion: A Compilation of the Official Records of the Union and Confederate Armies* (Washington, 1880-1901), Series I, Vol. XLIII, part II, 225-247, 930-936. Contains the report of Jacob Thompson to Secretary Benjamin and also General Dix's report of the whole affair. D. K. Huntington MSS, in the Western Reserve Historical Society, Cleveland, Ohio, contains many interesting facts about the raid especially the incidents at Middle Bass Island. This is document number 1481 of the Society's collection.

promised to cooperate with his successor after the election in order to save the union.

The general despair of August turned rather suddenly to an atmosphere of considerable optimism in September. The sudden reversal of fortunes of the Republican party within the matter of a few weeks from the nadir of deepest despondency to the zenith of complete confidence was due to two factors. In the first place, the military situation revived completely. General Grant had suffered a series of reverses during the summer, but in September Sherman captured Atlanta, Farragut took Mobile, and Sheridan drove the Confederates out of the Shenandoah Valley.

These victories assumed an even greater significance in view of the fact that the Democratic National Convention which met at Chicago during the last week of August adopted a plank in their platform which denounced the war as a total failure and called for an immediate peace. Clement L. Vallandigham of Ohio, the man credited with having drafted this plank, said that he and his party were ready to accept peace even if it meant the sacrifice of the Union. The September victories coming at such a propitious moment branded the "war failure" plank as a flagrant misstatement and seemed to challenge the loyalty of the men who had adopted it.

The second reason for the revival of Unionist fortunes grew out of the effective use which they were able to make during the closing months of the campaign of the domestic treason issue. With considerable skill they were able to convince the voters of the North that the Democratic party was somehow guilty of treason, and that it was actually in league with the Confederacy. It is not our purpose to elaborate on this theme; that has been undertaken in other studies.² A brief sketch of the issue should suffice. The domestic treason issue began to be fully exploited in September when Governor Oliver P. Morton of Indiana arrested Harrison Dodd, the State Commander of the esoteric society, The Sons of Liberty. Dodd was an active member of the Democratic party as were a large number of the members of his society. He was placed on trial for treason at Indian-

2. For an account of the development of the treason issue in the election see: Kenneth Stampp, "The Milligan Case and the Election of 1864 in Indiana," *The Mississippi Valley Historical Review*, XXXI (June, 1944), 41-58; William F. Zornow, "Indiana and the Election of 1864," *Indiana Magazine of History*, XLV (March, 1949), 13-39.

apolis in September. During the testimony the clever prosecutors managed to forge a link in the public mind between the Democrats, the Secret Society, and the Confederacy. Whenever evidence was insufficient to prove these links, the newspaper editors were not above wholesale distortion of facts and deliberate prevarication. The subsequent trials of Lambdin P. Milligan and other members of the society in Indiana further succeeded in identifying the Democratic party with the forces of civil war and treason. So effectively did the Unionists succeed in identifying their opponents with treason, that for twenty years after the Civil War the Democrats continued to be regarded as little better than a party of traitors. According to the Union propagandists there was supposed to have been a great plot, hatched concomitantly by Southerners and Democrats, to create a Northwest Confederacy. The whole plot probably existed largely in the minds of enterprising journalists, but such incidents as the attempted liberation of the prisoners on Johnson Island occasionally occurred to give some aura of truthfulness to their stories.

The Johnson Island plot, therefore, is worthy of recounting not because it was a great event in itself, but because of the effective use which could be made of it during the Presidential campaign of 1864 to prove that there was a great treasonable conspiracy afoot in which Southern agents and northern Democrats were involved. The affair provided excellent political propaganda especially throughout northern Ohio and Indiana; it undoubtedly helped to win many votes for Lincoln. There is a second reason why the Johnson Island plot has unique significance. For a brief time the conspirators raised the Confederate flag aboard the ship on which they embarked for the island. This was the only time during the whole course of the Civil War that the Southern flag waved over federal territory as far north as the shores of the Great Lakes.

The story of the plot began in Canada where Jacob Thompson, the Confederate agent, made his headquarters. He conceived the plan for attempting to liberate the prisoners on the island and of capturing the American warship on Lake Erie, the *Michigan*. These plans do not seem to have been associated in any way with the alleged Northwest Conspiracy. In order to carry out the scheme, Thompson sent Charles H. Cole to Sandusky for the purpose of making some contacts especially with the officers and men of the *Michigan*. Cole took up residence at the West House, a hotel in the city, and began posing as a business executive

from Pennsylvania. He spent money lavishly and began to ingratiate himself with Ensign James Hunter of the *Michigan*. On several occasions he sent cases of liquor and wine aboard the vessel for the officers and men. Hunter became suspicious of him, but never apparently guessed that he was an enemy agent.

The true purpose of Cole's mission to Sandusky remains something of a mystery. Was he sent there to bribe some of the officers and men to turn their ship over to the raiders? Was he supposed to get some of them drunk on the appointed night so that the ship could be more easily taken? These questions are difficult to answer fully. Cole later confessed that he had succeeded in placing two of his agents aboard the *Michigan* as crewmen and had ten of his men employed as guards on Johnson Island. His story, however, was so garbled and filled with contradictions that its veracity may easily be discounted. It is highly doubtful that any members of the crew had been susceptible to bribes (assuming that any were offered) or that any of them were agents of the Confederacy.

In August 1864, John Yates Beall, another Confederate agent, arrived in Canada and reported to Thompson. He wanted to command a privateer on Lake Huron, but Thompson advised him of the plan concerning the liberation of the men on Johnson Island and the capture of the *Michigan*. Beall was very enthusiastic and instantly volunteered to lead the expedition. After receiving his commission, he paid a brief visit to Cole in Sandusky and returned to Windsor where he was joined by his second in command, Bennett Burley.

On Sunday evening September 18, 1864, Burley boarded the *Philo Parsons*, a small steamer plying between Sandusky and Detroit, at the latter city. He requested Walter O. Ashley, the clerk and part owner of the vessel, to stop the following day at Sandwich to pick up three additional passengers. Ashley agreed to this, and on Monday the vessel set sail from Detroit with Burley aboard. At Sandwich three men, one of whom was Beall, stepped aboard the *Parsons*. Further down the river at Amherstburg (Malden) sixteen more roughly dressed men boarded the ship carrying with them a battered old trunk tied with a length of rope. No one paid much attention to them, believing that they were simply American draft dodgers trying to slip home.

The *Philo Parsons* started across the lake and stopped briefly at Kelley's

Island where several more passengers boarded the ship. One of them apparently was a messenger from Cole. We cannot tell what message he delivered; but we do know that it must have been an unfavorable one, for Beall's men began to lose their courage. After leaving Kelley's Island, Beall and Burley took over the ship. Pistols and hatchets were produced from the trunk, the passengers and most of the crew were herded into the cabin and locked in. The ship continued on its course toward Sandusky while Beall covered the helmsman with his revolver. Within sight of Sandusky Bay and the defending *Michigan* anchored near Johnson Island, the conspirators were informed that the fuel supply was insufficient to carry them much longer. Rather than encounter the *Michigan* under these conditions Beall gave orders to sail northward to Middle Bass Island to procure a fresh supply of wood.

The conspirators reached the island without further difficulty and were in the process of loading the wood aboard when another vessel, the *Island Queen*, hove into sight and began to make fast to the *Parsons*. Beall's men lost heart as they looked aboard the *Queen's* deck and saw it swarming with Union soldiers. Apparently the plan had miscarried and these men had been sent out to arrest them. The conspirators must have wondered why these men would come to seize them aboard a tiny ship like the *Queen* instead of the *Michigan*. These soldiers aboard the *Queen* were not coming to arrest Beall's men at all; actually they were not even armed, a fact which the conspirators soon discovered after a closer inspection. These men were A. W. O. L.'s from the 130th Infantry Regiment at Toledo, out enjoying a brief vacation. One of them, D. K. Huntington, has left an interesting account of their experiences on this memorable trip:

The 130th Regiment O. V. I. arrived at Toledo from the front to be mustered out of the service September 12, 1864. They were marched to the Philharmonic (*sic*) Hall and were given a reception and dinner on the day of their arrival. On the next morning they were marched out to camp to await the arrival of the Mustering Out Officer.

On Saturday morning, the 17th of September, a few days later, my brother who was Orderly Sergeant of Company K, 130th Reg., said there was no likelihood of the Mustering Out Officer being there before Tuesday of the following week and if we cared to take the chances of French Leave, and go to Kelley's Island to stay over Sunday, he did not object. So the writer and twenty-five others took the train for Sandusky arriving there about 10 o'clock at night, and found a sail boat in one of the slips and went aboard after leaving a note on the door of the office stating who we were and where we had taken

the boat and that we would bring it back Monday. There being a fair Southernly breeze we arrived at the Island about midnight. The next day we spent visiting relatives and friends, intending Monday morning the next day to take the boat to Sandusky and return to Toledo, but Alfred Kelley, manager of the *Island Queen*, said that if we would wait until the *Queen* came back from Sandusky in the afternoon, he would send her to Toledo with us. Having received no word from my brother we agreed to wait. The *Queen* arrived about 6 o'clock and we boarded her for Toledo, but she had to stop at Middle Bass Island for fuel wood. Capt. Orr of the *Island Queen*, when near the dock saw the *Philo Parsons* laying at the dock and running along side of her tried to put a line aboard the *Parsons* but no one would take the lines, so some of the crew of the *Queen* jumped aboard the *Parsons* and fastened the lines and were promptly seized and placed under guard. Capt. Beall in command of the Confederates, finding the soldiers were unarmed, boarded the *Island Queen* and rounded them up and put them in the hold of the *Parsons*.


Capt. Orr of the *Queen* mistrusted (*sic*) something was wrong after the crew of the *Parsons* refused to take his lines, rang the "go ahead bell" and, getting no results went aft to see what the trouble was, and was promptly captured. The men on guard in the engine room of the *Queen* when the engineer attempted to obey the signal to go ahead, shot him through the face. (It was not fatal and he afterward recovered.)³

After being in the hold of the *Parsons* for an hour or so we were taken on deck and were parolled under promise not to leave the Island for twenty four hours. The *Philo Parsons* then took the *Island Queen* in tow and after getting clear of Ballast Island scuttled her. . . .

There was no one injured aboard the *Philo Parsons*, when captured by the Confederates, and on the *Island Queen* there was but one shot fired, at the engineer as noted above. However, they used hatchets freely on the heads of the soldiers, but no one was seriously injured.

(To be continued)

3. The engineer's name was Henry Haines.



Recollections of the Great Lakes *1874-1944*

By LAUCHLEN P. MORRISON

PART III



BESIDES THE individual steamboat with tow barge, and the sailing vessel, which I have discussed, there was also at that time a third class of boat. This was the tug boat, the slave of the sailing vessel, which, like both the other classes, existed in various types. First were the small open deck, low model river tugs, high pressure, husky, noisy little devils. After the steam had expanded in the engine cylinder it was discharged directly into the air, with a snorting bark and a cloud of steam like great rolls of cotton in its natural state. Each tug had its individual bark, as recognizable as the voice of a well-known person. The greater number of these tugs burned wood for fueling the boiler. Wood was cheap and plentiful at that time and many farm boys earned their summer spending money cutting firewood in the winter. Nearly every farm had its own fuel dock and the winter's cutting was piled on this dock or along the adjacent shore if beyond the capacity of the dock. The prevailing price was from \$1.50 to \$2 per cord. In connection with the sale of the wood there was a ritual that was followed in a great many cases. The tow boat captain would add an extra cord of wood to his expense account and by a method of transubstantiation the fuel vendor would change the wood into a gallon of alcoholic drink. It would not be wood alcohol either. Neither was it bootleg whiskey, but plain, good palatable rye or bourbon made in a properly registered distillery. Whiskey was cheap and good in those early days, selling for a little over \$1 a gallon. The tavern sold it for five cents a drink, or ninety cents for a full quart bottle.

On the Soo River, shoe pacs crept into the tow boats equipment. Shoe pacs were a form of moccasin, made from cow instead of deer skin.

They were very light, comfortable and warm foot gear but terribly slippery on well broken roads.

The following incident came to my collection of memories from my father-in-law, Arthur Rains of Sailors Encampment on the St. Mary's River. There resided in the Soo a general store keeper by the name of Louis Trempe (pronounced Tromp) who also had a number of service tug boats on the river. One of these was known as the *M. S. Trempe*. At the time of this story there had been a change of captains on the *Trempe* and the incoming captain was not well up on the ritual of fueling tow boats. On the other hand my father-in-law was well grounded and he proceeded to initiate the new captain into the secret mysteries of the order.

There was a certain fur coat, bear skin or timber wolf, that the local tailor of the Encampment had made into a coat, not at all stylish but very serviceable, warm and comfortable. The price was \$25 and Arthur suggested that he put it on the wood bill, which he did but on turning in his expense bill he neglected to turn the fur into wood. Did Louis Trempe holler! "By cras, I know that old M. S. drunk whiskey like one camel. I know she wear shoe pac—she got forefoot (under-part of the bow of a ship) but by cracky, where she going to wear dat overcoat, me I cannot tell." Yes, the whiskey trade was a common thing among the river pirates. The captains would come ashore in the fall on the close of navigation with countenances so glorious and roseate that they would put to shame the famed sunsets of the Arizona desert. This makeup was so well put on that come springtime the skippers' skin had hardly got back to normal so that it took less than one half gallon of the liquor to bring back the glow that would carry the boat through dark nights and blinding fogs for another season. I knew one local sailor who for many years was skipper of one of our leading passenger ships. Even before he acquired the rank of captain he had been nicknamed "Rosy." It stuck all through his life; I never heard the name he got at the baptismal font. He died late in life, in full charge of his master duties till the very last, full of naval honors, loved and honored by passenger and crew alike. Such was the makeup of the men who made and carried out the manifold duties that befell these masters of men and ships.

On the opening of navigation in the spring, the tugs would spy a well loaded wood dock, sidle in and buy from five to 25 cords of wood, paying

cash for the same. This was possible as the tug boats usually collected cash for their services in helping the sailing vessels through the river or out of tight quarters. Ready money was a scarce article on the majority of farms. Not till after the crops were harvested and the threshing completed late in the fall did the farmer have much, if any, money. Children went without shoes (no hardship as it was usually a fight to get them to wear shoes even to church—even the girls went without them during the summer months) or glasses and even needed medical attention till the crops were in. The farmer in those days was in mortal dread of debt.

The tug, after obtaining her wood, would toot her whistle, flaunt her exhaust into the air and depart in quest of a vessel, trying by every method the captain could think of to beat the other tugs to a job. Many keen races were run on our rivers and bays.

The second type of tug was the long, low, rakish lake tug, two or three times the size of the river tug and well able to put out into the larger lakes to pick up a vessel making hard weather of it or afraid to enter the river. I remember two of these particularly well, the *Bob Anderson* and the *Tom Dowling*. Both were long, lean, low-lying piratical looking craft, equipped with terrifying whistles. They were known as Modoc whistles and were the progenitors of the present alarm whistles used for warning of the approach of enemy bombers. Both were powerful, practical tow boats and did a fine business. One of my early remembrances was connected with the *Tom Dowling*. Jim Taylor, one of the older lads at school, had been severely punished by the school master for something he had not done. After taking his licking he calmly walked out of school and went down and shipped on the *Dowling* as assistant fireman. He stuck the job out and finally became a full fledged first engineer. He followed sailor life for some time, but the last that I heard of him, and that was not long ago, he was engineer of the operating plant of one of the superstructure buildings of Detroit.

What became of the *Bob Anderson*, I don't know, but on the demise of the sailing vessel the *Tom Dowling* was transferred to the upper end of the Great Lakes and the Soo River and was deflated to the job of towing pulp wood rafts. She still carried her whistle. One day, a girl, who afterwards became my wife, was coming home from school with her sisters near the Sailors Encampment. Their road was not in sight of the river. The *Dowling* for some reason let go one of her banshee wails.

The girls were a mile from home and they had never heard a Modoc before, but they made a record for getting home from school that still stands.

There was also a third type of tow boat engaged in the escort business squiring the sailing ships. These were the elite of the towing fraternity. They were equipped with what was known as a fore and aft compound engine for a power plant; engines which were a beautiful example of the work of the mechanical engineer, with bright, well-polished cylinder heads, connecting rods, and reverse gears. The cylinders were lagged with well chosen slats of walnut or white oak finished in natural color and held in place by brass bands polished like a trombone. I used to sit for hours at a time watching this beautiful piece of machinery operate. If the engineer was good natured, and at all talkative, I would question him on the operation and the function of the different auxiliary engines. My mind was quite mechanically inclined and I learned rapidly of the double expansion of the steam in the two cylinder engine and of the additional power furnished by the vacuum formed in the condenser. As there was always plenty of fresh water for the boiler, the condensers were known as jet condensers and the condensed steam water was discharged overboard. I also got to understand the link motion, and how the adjustment of the valves on the cylinder was changed to reverse the engine for the back up, since there was no brake on a steamboat, as well as the different types of boilers—the Marine, the Scotch and the water tube—and the good and weak points of each. I learned the seemingly impossible action of the injector, making the steam put water into the boiler against its own pressure. All of these lessons were well ingrained and proved very useful in later life.

(To be continued)



GREAT LAKES CALENDAR

By BERTRAM B. LEWIS



JANUARY, 1949

The winter was so mild through January that as far as ice was concerned navigation could have been carried on as usual. On January 20 the steamship lanes were open from Duluth to Buffalo and Chicago. Old-time sailors said it was the most open winter on the lakes in almost half a century.

FEBRUARY, 1949

A multi-million dollar conveyor belt to carry iron ore and coal between the Great Lakes and the Ohio River (with Lorain as its lakes terminus) had been proposed by H. B. Stewart, Jr., President of the Akron, Canton and Youngstown Railroad. A maximum annual movement of 30 million tons of ore was planned. How the belt, if finally established, would affect the status of present coal-loading and ore-unloading docks was a matter of much speculation among lake shippers. Steel men showed much interest in the project, which was temporarily blocked, at least, in the Ohio legislature.

MARCH, 1949

The oil tankers inaugurated the 1949 shipping season, the *Paratex* opening Cleveland harbor when she arrived on March 12 with 20,000 barrels of gasoline from Toledo. Headed by the steamer *J. T. Hutchinson*, the first ships passed through the Soo bound for Lake Superior on Saturday, March 26. Twenty-three ships were blessed by Msgr. W. B. Martin, pastor of Mother of Sorrow Church, before starting the navigation season at Ashtabula.

APRIL, 1949

One of the tightest traffic jams in its history occurred on the St. Mary's River April 7 when the freighter *Benson Ford*, downbound with 11,500 tons of ore, grounded in West Neebish Channel, blocking it. More than 50 ships, lined up from a point eight miles below the Soo Locks to beyond Iroquois Point in Whitefish Bay, were delayed.

APRIL, 1949

A bottle dropped into Lake Erie by Edward C. Andy, deckhand on the steamer *Carle C. Conway* on July 3, 1944, was picked up on the shores of the Gulf of Mexico by Captain George F. Forrest, a former Great Lakes skipper who lived at Santa Rosa, Florida. Navy hydrographic experts seemed slightly skeptical that the bottle could have drifted over a route they said would total about 8,300 nautical miles. Its most plausible itinerary, they said, would have been through the Welland Canal, Lake Ontario, into the Atlantic by way of the St. Lawrence, down the east coast until it reached the North Atlantic Drift Current, then east across the Atlantic, passing north of the Azores, and then southeast and south until it finally started west under the influence of the North Equatorial Current.

APRIL, 1949

A contract was let for the installation of two 17-gross-ton electric Hulett iron ore unloaders at the Huron, Ohio, ore dock of the Wheeling and Lake Erie Railroad. The \$2,000,000 improvement was to be in operation by the middle of the 1950 navigation season.

APRIL, 1949

Efforts of Erie, Pennsylvania, and Detroit groups to save for posterity the historic U. S. S. *Michigan*, later renamed the *Wolverine*, failed. The vessel, launched at Erie 30 years after the Battle of Lake Erie, was sold for scrap, parts being rescued for preservation as relics.

APRIL, 1949

The Colonial Steamship Company's steamer *Milverton*, rebuilt after being raised from a St. Lawrence River ledge where she sank in 1947 following a collision with the tanker *Translake*, was renamed the *Clary Foran* in honor of the Montreal manager of the company and returned to service. The Sarnia fleet's *C. H. Houson* was renamed the *Paul Manion* after a Sarnia official.

MAY, 1949

Direct trans-Atlantic service between the Great Lakes and France was inaugurated by the Dutch steamer *Prins Willem III* when she carried 50 tons of refined wax, shipped by the Standard Oil Company of Ohio, to Le Havre.

MAY, 1949

Assets of the Bob-lo Excursion Company which operated Bob-lo Island in the Detroit River, were purchased by the Lake Iron Corporation of Detroit, of which Troy H. Browning, widely known steamship operator, was president. Included in the purchase was the 240-acre island, popular recreation spot, and the oil-burning passenger steamers *Columbia* and *St. Clair*.

NOTES

Great Lakes Picture Collection Exhibit

PROOF THAT THE Great Lakes Picture Collection, which has been built up by gifts from members and friends of the Great Lakes Historical Society, has reached exhibit stature was evidenced by the Society's first pictorial display, which was held in the John Griswold White Corridor of the Cleveland Public Library from May 12 to July 5, 1949.

The pictures including photographs, portraits, drawings and prints covered a wide range. The *Griffin*, first sailing vessel on the lakes, alongside pictures of several old schooners, some damaged by storm or collision, vied in interest with lighthouse and early harbor views and recent photographs of Coast Guard equipment.

Among the older photographs were pictures of two of the last windjammers to sail the lakes, *Our Son* and the *Hattie Hutt*. Three views of the *U. S. S. Michigan*, one an etching, showed her at various stages in her career from the first iron warship built in the United States to her last mission as the *Wolverine*, on whose deck countless "boots" learned their naval ABC's.

Official Coast Guard photographs included buoys, the *Huron*, one of the last of the lightships, and the cutter *Mackinaw* freeing the *Fred L. Hewitt* from her ice locked position in the Detroit River.

Two special cases held both color and black-and-white prints which are the gift of Bernard Vixseboxse and Charles W. Stage, Jr. Collector's items, including a puzzle and some old time tables and post-cards were loaned by Lawrence A. Pom-

eroy, Jr. Other donors whose pictures were on exhibit are R. A. Brotherton, Louis Baus, R. P. Tappenden, C. J. Dow, Nellie M. Luehrs, W. A. Garner, Roger M. Jones, Fred Plantico, William A. McDonald, W. O. Stubig, R. W. England, E. Niebergall and the Milwaukee Harbor Commission.

The accompanying photograph shows the Guest Log and display posters, including application blanks for prospective membership in the Great Lakes Historical Society. After being inscribed, the Guest Log containing over 200 signatures, as well as many interesting comments, was presented to Clarence S. Metcalf, Executive Vice-President of the Society. It is gratifying that many expressions as to the excellence of the exhibit were made.

While justifiable pride may be felt by all members of the Society in its own picture collection, special thanks should go to all who have contributed pictures to its file. The photographs exhibited are only part of the entire collection, so the list of those whose pictures were shown in this first exhibit is not a complete list of donors. Contributions of good pictures are always most welcome and our Picture Committee has made an excellent beginning toward the building of an important collection of Great Lakes pictures.

—Janet Coe Sanborn

Sinking of the Milwaukee

A. C. FREDERICKSON of Frankfort, Michigan, writes that the steamer *Milwaukee* sank on October 22, 1929, not in November as recently stated in INLAND SEAS.

The Noronic

MR. GEORGE WATERBURY of Springfield, Ohio, a frequent contributor to INLAND SEAS and one of the most interested members of G L H S had firsthand acquaintance with the ill fated ship *Noronic*, burned at her dock at Toronto on September 17, 1949, with great loss of life. He has this to say in a letter to the editor:

"The *Noronic* was a first class steamer with all conveniences for the comfort and pleasure of those who wished to enjoy a magnificent vacation cruise on the Great Lakes. She was built in 1912-13 at the American Ship Building Company's yard in Port Arthur. The engine, a four crank triple expansion, and four Scotch boilers were built at the Cleveland shops under my supervision, and shipped to the Port Arthur yard for installation.

"About two months after the *Noronic* was in service, I went to Sarnia, boarded her and made a round trip to Duluth and return, to make a trial test for use of fuel and speed of the 5000 H. P. engine."

With the rest of the world Mr. Waterbury expresses deep regret at the tragic loss of life on the famous ship which had brought pleasure to so many travelers.

Detroit Marine Historical

THE REVEREND EDWARD J. DOWLING, S. J. who was elected President of D. M. H. S. in June, visited Cleveland this summer. With his generosity so familiar to all Great Lakes people, he permitted G L H S to have copies made of a large group of pictures from his personal collection for our growing picture file. It is a notable addition to our collection for which we owe him a vote of sincerest thanks.

Other officers of the Detroit Society for

the current year are: Vice President: Jack Miller; Treasurer: Kenneth E. Smith; Secretary: Robert A. Zeleznik.

A Letter to G L H S

Sirs:

The expression of the Great Lakes Historical Society regarding Chase Salmon Osborn is most kind.

The Governor felt that one of the aims of his life had been realized when the Great Lakes Historical Society came into being. Our part of the world seemed to him the Great-Lakes country of the continent of North America, in a central and radiant light like that which surrounds the lake country of England. For so long it has been uncomprehended not only by the world at large but by its own people. Your organization marked the beginning of an era of self realization and associational development.

Your recognition of him is another evidence of this growing regional consciousness; which doubles my appreciation of your resolution.

The personal kindness in your message makes me grateful.

Sincerely,

/s/ Stellanova Osborn

A Great Lady Passes

The Grand Old Lady of the Great Lakes is dead.

SELDOM has a ship been so greatly loved by so many. In her life of 106 years, she trained many of the greatest officers of the Old Navy. On her decks Gridley, Commander of the *Olympia* at Manila Bay on May 1, 1898, began his naval career; on her decks Stephen Champlin, Commander of the *Scorpion* at Perry's Victory in 1813, ended his long naval service. And many others: Commander John Champ Carter, whose granddaughter still tells the stirring story of that night in 1864 when a gang of Confederates plotted to capture the ship and use her as a commerce raider on the Great Lakes, and came within twenty

minutes of succeeding! Captain Andrew Bryson, who helped General Meade suppress the Fenian War and the invasion of Canada in June, 1866. Commander Charles H. McBlair, who took her to the Beaver Islands, Michigan, to arrest "King" Strang and disperse the Mormon colony there, in 1856.

Personality? She has It, as every man who sailed in her knows. She knows what she wants. It was in 1924, on her eightieth birthday, that one of her two cylinders blew up. Not a defect in the engine, but failure due to old age. But she wanted to go home, a thousand miles away, and home she limped, on her one good cylinder, just barely turning over at three miles per hour, by the grace of God and good weather.

Personality? She was not launched on December 5, 1843. She launched herself, that midnight, when no man saw her. Personality? In 1927, while she was being towed over to a mud bank in a far corner of Erie harbor appropriately named Misery Bay, three times she took a sheer off to the north and headed for the open lake where she belongs; three times the tow line brought her up short, and the last time she swung around and charged the tug, missing it by a bare twelve inches. When at last she was pushed up on the bar for her last resting place, with a final gesture she kicked that tug up on the bar too, where it stayed for several days.

Personality? In June 1949 she was towed in ignominy to the scrapping yard. But there is pride in the Grand Old Lady yet, pride in her tatters, although she has been neglected for 25 years. The simple job of towing her should have been done in three days; she resisted every effort, and it required four weeks' work to drag her off the mud bank into deep water. There she floated at ease, serene and beautiful with the smooth easy lines which only the clipper-ship builders—her descendants—could build. Her hull is as sound today as it was in 1843. Proud she is, and rightfully so; her own men, those who have

sailed her, were delighted on that last journey, to see her ram the towing tug and sink it, then stop and pick up the swimmers lest she be guilty of ever doing injury to anyone. A Noble Lady.

So passes the Iron Steamer, the United States Sidewheel Topsail Schooner-of-War *Michigan*. Requiescat in pace.

—HERBERT R. SPENCER

Fort Ste. Marie

IN THE FALL, 1948, issue of *INLAND SEAS* Elsie M. Jury wrote of the excavation and restoration sponsored by the University of Western Ontario of the Jesuit Missionary outpost where in the early 17th century, before Montreal was settled, a strong French defense against the Iroquois was built.

After 300 years of being in ruins and forgotten, the archaeologists have completed the restoration and ceremonies in commemoration took place here July 26-30, 1949. To quote an account in the August 25, 1949, "Official Weekly Road Bulletin of Ontario":

"It was here, on the sloping hillside beside the Martyr's Shrine, that thousands gathered for the last five evenings of July to witness, upon an outdoor stage, the dramatic story of Fort Ste. Marie as the Rev. D. A. Lord, S. J. of St. Louis, internationally known writer, lecturer, and producer of pageants, using as his theme, "out of the ashes of a seemingly conquered nation of Huronia arose our glorious Canada," directed a cast of five hundred in the presentation "Salute to Canada," a musical Masque of the Martyrs in honour of their tercentenary. Scenes from Indian life, glimpses of the Courts of England and France of 300 years ago, and the destruction of Fort Ste. Marie made this a spectacle that has seldom, if ever, been attempted."



Marine Intelligence of Other Days

SAILING REGULATIONS ON THE LAKES 100 YEARS AGO

We are gratified to perceive that the sailing regulations adopted by the masters and owners of vessels on the lakes, at a meeting held in this city* in the winter of 1847, have been acknowledged by Congress and enacted into law, with heavy penalties. It is a highly beneficial measure in its application to Lake Commerce, Sec. 5. and be it further enacted, That vessels, steamboats and propellers, navigating the Northern and Western Lakes, shall, from and after the thirtieth day of April next, comply with the following regulations, for the security of life and property, to wit:—during the night vessels on the starboard tack shall show a red light, vessels on the larboard tack a green light, and vessels going of large or before the wind, or at anchor, a white light. Steamboats and propellers shall carry in the stem, or as far forward as possible, a triangular light, at an angle of about sixty degrees with the horizon, and on the starboard side, a light shaded green, and on the larboard side red; sail light shall be furnished with reflectors etc., complete, and of a size to ensure a good and sufficient light; and if loss or damage shall occur, the owner or owners of vessels, steamboat, or propeller neglecting to comply with these regulations shall be liable to the injured party for all loss or damage resulting from such neglect; and the owner or owners of any vessel refusing to comply with said regulations shall forfeit a penalty of one hundred dollars, which may be recovered in an action of debt to be brought by the District Attorney of the United States in the name of the United States, in any Court of competent jurisdiction:—Approved March 3, 1849, Buffalo Express.

Amherstburg (Ontario) *Courier and Western District Advertiser*, April 21, 1849.

—Neil F. Morrison

* Undoubtedly refers to Buffalo where the meeting was held.

LIFE PRESERVERS*

Mr. John W. Bennett visits our city with a life preserver that is a life preserver. Just at this crisis, the traveling public on the lakes feels a deep interest in this invention.

—Cleveland *Daily True Democrat*, June 19, 1850.

Mr. Bennett's life preservers had a fair trial at Stockley's pier yesterday afternoon, in the presence of a large number of our citizens and others. Everyone was satisfied in regards as to their utility.

—Cleveland *Daily True Democrat*, June 20, 1850.

The Mayor of Cleveland, Wm. Case, and the members of the Council have requested the owners of steamboats to provide a sufficient number of life preserving articles. They have recommended those exhibited by John W. Bennett, since it seems to be the general opinion that this product will furnish the best protection to passengers.

—Cleveland *Daily True Democrat*, June 22, 1850.

* The steamer *G. P. Griffith* burned on June 17, 1850, 20 miles east of Cleveland with 286 lives lost, one of the greatest casualties on the lakes.

LAKE ERIE SHIPPING*

Friday, June 11, 1880—Colchester Village. A beautiful sight presented itself last Tuesday on the lake from this point. At almost any hour of the day could be counted from forty to sixty sailing vessels passing each way, besides the steamers and barges; which is an evidence of better times and the like of which has not been witnessed for several years.

—Amherstburg (Ontario) *Echo*, June 11, 1880.

Friday, November 27, 1896—Colchester South. On Sunday last a large three-masted schooner was seen sailing down the lake under a full spread of canvas, a rather unusual occurrence nowadays.

—Amherstburg (Ontario) *Echo*, November 27, 1896.

* Sixteen years brought about an impressive change in the extent of shipping on Lake Erie, as these items show.

—Neil F. Morrison

This Month's Contributors

DR. W. SHERWOOD FOX is former president of the University of Western Ontario and has a book on the Bruce in preparation.

FRED W. DUTTON is chief clerk in the Chesapeake & Ohio Railway Law Department at Cleveland. A former Great Lakes sailor, he is a collector of ship pictures and a sailboat man. He was born in Marquette, Michigan, and his father was in the iron ore and steamship business.

LEROY A. WINTERS of Dukes, Michigan, was born and grew up at Peshtigo, Wisconsin, where at that time there were many mills and factories manufacturing wood products. He says he has written poems on the lakes since he was a boy.

CLARENCE J. ROOT was Director of the Illinois Section, Climatological Service for 27 years and later in charge of the United States Weather Bureau until his retirement.

ROBERT C. JOHNSON is Research Associate with the Forest Products History Foundation, Minnesota Historical Society.

WILLIAM ZORNOW is an Instructor of History at Case Institute of Technology, Cleveland, and a doctoral candidate at Western Reserve. His special field is the Civil War period and numerous articles from his pen have appeared in historical periodicals.

JANET COE SANBORN is assistant in the History Division of the Cleveland Public Library and is in charge of the GLHS picture and clipping files.

The Great Lakes in Print

An Index to magazine articles and notes on the Great Lakes which have appeared in current periodicals not exclusively devoted to the lakes.

Cleveland, April, 1949, p. 10. Net Profit to Frozen Assets. (Cleveland's Commercial Fishing Industry), by G. F. Utter.

Michigan History, March, 1949, pp. 22-29. Down to Our State in Ships, by Rev. Edward J. Dowling, S. J.

Mississippi Valley Historical Review, March, 1949, pp. 607-626. The Chicago

River and Harbor Conventions 1847, by Mentor L. Williams.

Natural History, April, 1949, pp. 180-184. Ups and Downs of the Great Lakes, by Richard Foster Flint.

Ontario History, vol. 41, no. 2, 1949, pp. 57-88. Port Dover Harbour, by J. A. Bannister.

Pennsylvania History, April, 1949, pp. 96-121. Presque Isle and Pennsylvania Politics, by Harry M. Tinkcom.

Scholastic Teacher Monthly, March, 1949, p. 48. From the Smokies to the "Soo," by Myrtle Stevens.



Book Reviews



PHANTOM CARAVEL, by R. A. Emberg. Boston, Bruce Humphries, Inc., 1948. \$3.00.

A refreshing book on the Great Lakes, including fact and fiction in which swashbuckling pirates rove the inland main, was recently released by its publishers.

The author is a Pennsylvanian of Scandinavian ancestry who once sailed the lakes on Canadian ships. His short stories about the lakes have appeared in *Adventure* magazine.

The book gets its name from the title of the first story, in which Emberg undertakes to solve the mystery of the disappearance of La Salle's sailing ship, the *Griffin*, after it had left Green Bay Wisconsin, with a rich cargo of furs in the autumn of 1679. This yarn is told through the journal of an English pirate, John Harkness.

Sweetwater Pirate is the tale of another pirate, Demarest, who captures a fur-laden British schooner in Lake Superior and takes a pretty English girl as hostage. His romantic designs on the girl are upset by one of his lieutenants, a young New Englander, who finally wins the maiden and some of the pelts, too.

Ice deals with the dangers faced by sailors in the fall sailing season. *Saltwater Pedigree* describes the reaction of an old saltwater skipper to the rigors of lake storms. *Timberjack Sailormen* tells the story of a race between two sailing ships.

There is a biographical sketch of Alexander McDougall, the designer and builder of the whaleback steamer, and an appeal for the St. Lawrence deep waterway, with a prophecy that before many years have passed large ocean ships will be docking at Duluth.

Emberg, who once sailed between Duluth and Buffalo on the steamer *Octorara*, tells of the thrill he experienced when, while serving in the recent war, he saw his old ship "in battleship gray, with radar equipment

and gun muzzles peeping from her deck barbettes," in the South Pacific, where she was serving as a troop transport.

For good measure, the author includes several rollicking songs of the old time lake sailors. One of the better ones went like this:

Oh, the Erie was a rollin'	But the Erie was a rollin'
The rum was gettin' low,	And the rum was gettin' low,
And I hardly think	And I hardly think
We'll get a drink	We'll get a drink
Till we get to Buffalo.	Till we get to Buffalo . . . etc.
Till we get to Buffalo, me lads,	Oh, the girls are in the Police
Till we get to Buffalo.	Gazette,
We were loaded down with barley,	The crew is all in jail,
We were chuck up full of rye,	I'm the only living seacock's son
And the skipper, he looked down	That's left to tell the tale,
at me,	Oh, the Erie, etc.
With his — — wicked eye,	

Emberg has a light, breezy style. Some of his plots are pretty ordinary but his humorous characters are well drawn and make for enjoyable reading.

—B. B. L.

(Reprinted in part from the *Cleveland Plain Dealer*.)

INTERNATIONAL MARITIME DICTIONARY, by René De Kerchove. New York, D. Van Nostrand Company, 1948. \$10.00.

Live and learn. Readers of INLAND SEAS who think they know what a book is, should read Mr. De Kerchove's definition: "A term used by whalers to denote slices of blubber as cut on the mincing horse before being pitched into the try pots."

This illustrates the present volume's aim, which is to give only the nautical meanings of terms, and in so doing to cover all the waters of the earth. French and German equivalents are added. Included are ship-building, fishing, meteorology and international law as far as it relates to shipping. There are descriptions of local crafts in all parts of the world, a feature which was decidedly useful to Uncle Sam during the war. Left out are naval war vessels, and many deep-sea sailing terms. These were dropped to make room for basic terms on welding, telecommunication, radio navigation and the like.

Few if any maritime dictionaries have appeared in English since before World War I. Mr. De Kerchove therefore has the field to himself in this volume of 946 pages. Judging from its comprehensiveness, he will hold it for years to come. The only development which could make it out-of-date is a rush of new inventions.

—G. W. T.

THE STORY OF THE SHIP, by Charles E. Gibson. New York, Henry Schuman, 1948. \$4.00.

This is the saga of the ship from the earliest known pictures, carved on the rocks of Egypt some six thousand years ago, down to the *Queen Elizabeth*.

Egypt seems to have been the first home of water navigation. Rafts made of reeds bound together were the first means of travel and transportation. Later pointed bows were added, to make steering easier. Other primitive boats were the dugout canoe and the coracle, a vessel made of hides and generally round. Sails probably originated in Egypt also, where a light but steady north wind helps vessels make headway against the current of the Nile. The action of the wind on the palm branches alongshore probably suggested the desirability of adding a sail; palm leaves may even have been the first sails. They are still used on some Papuan canoes.

From these beginnings Mr. Gibson, a former lieutenant in the British Navy, carries the story down through the Greek galleys, the long ships of the Vikings, and the Arab dhows. Records of sailing time across the Atlantic in the eighteenth century show that from fifty to sixty days were required to traverse the distance between Liverpool and Philadelphia. One Captain Higgins in 1741 was forced to abandon his ship in mid-ocean because he had already been 144 days on a passage between Dublin and Philadelphia, and his provisions ran out.

Then comes steam, followed by new engines and the diesel. Mr. Gibson has a chapter or two on navigation in America. Readers of INLAND SEAS will disagree with his remark, "Lake steamers would rarely win prizes for beauty." However, his following comment makes amends, "Their very high degree of specialization makes them probably the most efficient vessels plying water anywhere in the world."

An interestingly written book, well proportioned and well illustrated. A good book to own.

—G. W. T.

ROCHESTER, THE FLOWER CITY, 1855-1890, by Blake McKelvey. Cambridge, Harvard University Press, 1949. \$5.00.

This is the second of a projected three-volume history of Rochester, of which the first (*Rochester, the Water-Power City*, 1812-1854) was reviewed in INLAND SEAS upon its appearance. Dr. McKelvey, the author of both volumes, is City Historian of Rochester, a New York statute having created this position for the cities of the state. This might have been a sinecure; in Rochester it is taken seriously. The two holders of the post, Prof. Dexter Perkins and Dr. McKelvey, have been trained historians, and have carried out their duties in combination with the Public Library. A fund created by the late Miss Kate Gleason of Rochester makes the publication of this history possible.

In 1855, when this volume begins, Rochester was the seventeenth city in population, numbering 43,877 inhabitants. By 1890 enough other cities had passed it to make its rank the twenty-second, but its citizens numbered 133,896. Railroads were cutting into the income of the lake shippers, who hoped to recapture their position by persuading Uncle Sam to spend money on lake harbor improvements. There was even a project for a canal from Lake Huron to Lake Ontario.

In the '60's the *Corinthian* and the *Rochester* competed for Lake Ontario trade. The smaller *Empress* replaced the *Rochester* after two years, but was soon transferred to the upper lakes. The *Norseman* carried the main burden of steam traffic from 1868 to 1874, when her Canadian owners decided to cease operations on the southern shore.

Those with a Rochester background will find many familiar names in this detailed chronicle, which includes social and financial data as well as political. There are many views and portraits, and four charts showing developments of population and industry. Dr. McKelvey has done well; few cities will be able to boast of so comprehensive and satisfactory a history as this.

—G. W. T.

DETROIT'S FIRST AMERICAN DECADE, 1796 to 1805, by F. Clever Bald. Ann Arbor, University of Michigan Press, 1948. (University of Michigan publications: History and political science, vol. 16.) \$4.50.

Detroit's first ten years under the American flag have received little attention from historians. This gap has now been filled by the careful

study of Professor Bald of the University of Michigan faculty, well known to readers of INLAND SEAS.

The ten years begin with the surrender of Detroit to General Wayne, "Mad Anthony," a surrender which had been promised by the British in the Treaty of Paris thirteen years previously, but which only now was carried out. The period closes with the great fire of 1805, which all but destroyed the tiny village.

Detroit does not seem to have impressed visitors very favorably in those days. One and all they speak of it as well located but "of little consequence," dusty in dry weather, in rainy a sea of mud, and filled with all-pervading odors from raw furs and refuse.

While most of the volume deals with affairs on land and the activities of early Detroiters, boats and their calamities are not neglected. In 1798 the wreck of John Askin's sloop *Annette* off Lake Erie's Long Point is mentioned, and the sensational fire of the North West Company's *Charlotte*, which was ignited as she was tied up at the city wharf.

This John Askin, a veteran Detroit merchant whose papers are preserved in the city library's Burton Historical Collection, kept a diary recording the boats that passed his house. Thus in April and May, 1806, we find mention of the *Montreal*, the *General Hunter*, the *Nancy*, the *Contractor*, the *Caledonia*, the *Saguinaw*, the *Maria*, the *Charlotte* and the *Adams*.

The book is illustrated with many portraits and views, and an interesting contemporary map of Detroit in 1796. Altogether it is a very satisfactory addition to the none too large supply of Great Lakes historical literature.

—G. W. T.